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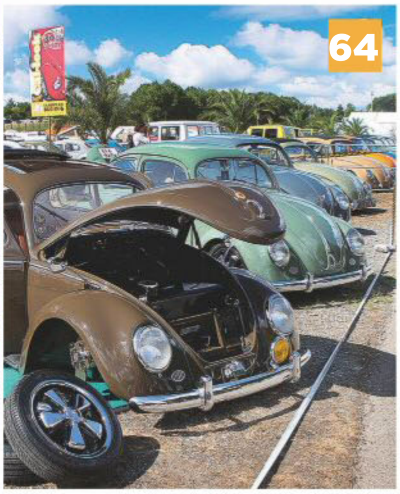
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WELCOME TO THE MAG

Fashion is a funny thing. One minute it's all about bell bottoms and baggy clothing, the next everyone's wearing super skinny jeans (or their girlfriend's clothes as Mike calls them). And when the heck did ripped strides and crop tops become the done thing again?

And so it is with cars. They go through fashions, too. I remember buying my first copy of *VolksWorld* in 1989 and back then you saw loads of cars like the blue '67 on p48. That's probably, okay, definitely, why those nostalgia displays are called Back to '89 – it's totally their era.

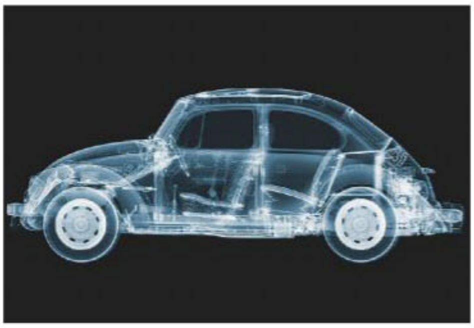
But then the fashion changed. Pastel colours, de-chroming and binning off your quarter lights was no longer the done thing. People stopped building them and factory colours and brightwork were back. Shiny paint and chrome wheels were the new black.

Nowadays, of course, patina is all the rage, and it might just be me, but I can't help but think even that's starting to feel a bit last season now. No?

So what comes next? Is the wheel going to turn full circle and we're about to see an '80's revival? I somehow doubt it, but then I never thought I'd see any blokes other than *Miami Vice*-era Don Johnson sporting pink shorts and espadrilles, yet they seem to be back. So what the heck do I know? Never say never, and don't throw away that Fat Willy's Surf Shack sticker you've been holding on to just yet, because you never know.

You also never know where the next trend is going to come from. Maybe Bosozoku-style VWs will be the next big thing. Imagine that – flared 'arches and stupendously lengthened pea shooter exhausts. But then again, perhaps not. VW got it right in the first place, and it's hard to improve on perfection… ■

James Peene
Group editor



X-ray specs

The MB&F M.A.D. Gallery in Geneva, Switzerland is currently hosting 'X-Ray', an exhibition of photographs by British visual artist Nick Veasey.

And we quote: "In today's world obsessed with image, superficiality and artifice, Veasey counters these insubstantial diversions by delving deep inside things to discover what they are really made of. Instead of creating or transforming objects, Veasey is exposing something that always existed: objects we think we know, but actually we do not." Er, quite.

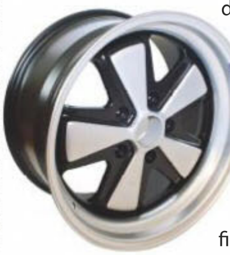
In short, Veasey has photographed a Beetle with an x-ray machine, but not as one image, he had to dismantle the car and x-ray it in 35 x 43cm sections and then piece it all back together to make the one image. Pretty cool, huh?

Porsche Picnic

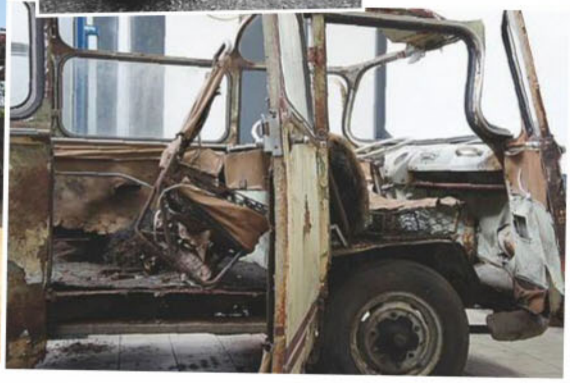
If, like most VW people we've ever come across, you also have a penchant for the Porsche, we'd suggest you get in your VW and set course for the Porsche Picnic on September 20 this year. It's held at Mapledurham House, near Reading and we're assured all VWs will be made warmly welcome. There's a tea room there, too. Nice. For more information, call 01189 475200.

The Braid bunch

Believe it or not, there is yet another version of the iconic Fuchs wheel now available, this time from Spanish motorsport wheel specialists, Braid (www.braid.es). The 5 x 130 PCD BZ series wheel comes in 15, 16 and now 17-inch diameters and in a wide range of widths and offsets. Starting at $3,412 (approx. £2,190) for a set of four they're certainly not cheap, but then motorsport quality never is. The factory-style anodised finish shown is standard.



< Built to a price and based on a regular Type 2, they weren't built to last…



…this one will need a lot of work

Discovered

One Auwärter might be enough for some, but Walter and the rest of the guys at Bugbox.de have only gone and unearthed a second of these super rare coachbuilt people carriers.

This VW-based Luxus car, or Carlux as they're commonly known, was built in 1961 in Hamburg as a tour Bus, hence the extravagant amount of roof glass, sadly all long gone on the new acquisition, but mercifully intact on the first example, which will act as a template.

Auwärter only built the Carlux between 1960 and 1962 and, understandably, didn't make a great many. A figure of 24 has been bandied about and, to the best of our knowledge, only three are known today. Bugbox have two.

THE OTHER ONE

> As featured in the August 2011 issue of *Camper&Bus*, Bugbox.de's other Auwärter Carlux…

< …and how it looks today, currently stripped to a bare 'shell and undergoing a full restoration. We're really looking forward to seeing the finished article

PYE EYED

Features editor, Mike Pye, says it how he sees it

There's nothing wrong with diamond stitch, but other stitches need love, too

Check one, two, three

Proof positive you can have too much of a good thing

Back in "the old days", before hand-written letters were usurped by postings on the internet, we here at *VolksWorld* used to regularly get it in the neck for supposedly favouring certain companies in the cars we featured. "It's all Paintbox this, Bernard Newbury that," they would cry. To which we would, time and time again, politely respond that they were the guys building the cars that were winning the trophies and that were keeping the scene, if not alive, certainly buoyant.

A few years later, when the big engine bug really started to bite, you could add John Maher Racing, Wolfsburg Performance Services and Cogbox onto that list, for they were the guys building the hi-po engines and gearboxes in a lot of the cars that were being built, and thus we featured. It wasn't that we had any particular bias, it's just the way it was. I'm pleased to say all of these companies are still in business, and still doing great work, it's just the scene has evolved and other bodywork, trim and performance engine / transmission builders have joined the party. The more the merrier I say, provided they are doing good work and supporting the scene.

The reason I mention all this again here is that I'm seeing a similar situation developing in the Camper conversion market. To the point that we're having to consider *not* featuring what are undoubtedly excellent feature vehicles from some of the more prolific conversion companies for fear of flooding the market with the same thing, just in different colours. My main concern though is how quickly precedents can be set.

> "I wouldn't wear a £200 pair of running shoes to play darts"

Let's go back to the era of the Old School Cal Look VW – a term we here at *VolksWorld* coined incidentally to differentiate between the traditional de-chromed, custom interior Cal Look VWs of old and the early to mid-'90's phenomenon of the trim on, stock interior Cal Lookers. Pedantic? Perhaps, but what the hell. Anyway, very quickly there developed a check list of parts – expensive parts – that people started to feel they had to have for their cars to be accepted, or perhaps even featured? All of a sudden, a small number of canny individuals were doing a roaring trade in parts that had previously been the domain of American car owners – Simpson harnesses, Auto Meter gauges and shift lights, Monster tachs, Dynomax mufflers etc. Add in a Gene Berg shifter and some 'fat biscuit'-style trim and your Cal Look VW instantly looked the part. It reached the point where these performance-orientated parts were even appearing on cars with stock engines. I know, anyone is entitled to do what they like with their car, but let's just say I wouldn't wear a £200 pair of running shoes to play darts.

Ground zero

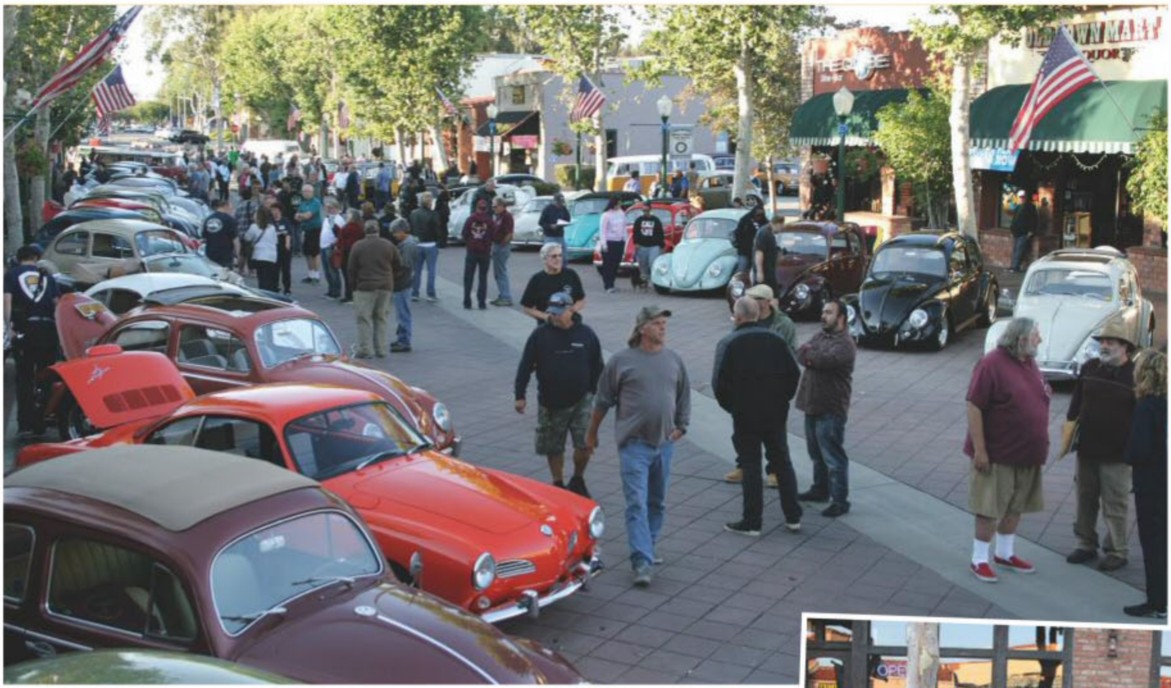
Like all fashion, things are cyclical of course and, in place of that check list, we've now got another one – rust, sorry, patina, zero ground clearance, tyres that belong on a Germano-Swiss plastic car, bit of old rope on the bumper, banded steels etc. Likewise, when it comes to Campervans, particularly of the more modern variety, there's a list of – again, expensive – components that appear with monotonous regularity in just about every vehicle we feature these days. Smev this, Waeco that, Porsche tombstone seats and diamond stitch upholstery, only now it's called Bentley-style diamond stitch, I guess to try and add a dash of glamour.

Now, as someone who draws much of their automotive inspiration from the period between 1964 (when the Cragar S/S wheel hit the streets) and 1972 (the zenith of the nitro Funny Car movement and the beginning of the end of the muscle car) I personally love black vinyl diamond stitch trim, but in the right context. The way I see it now, it has become just another tick on just another check list, to the point that it's being done to death, and people appear to be just going along with it because it's what everyone else is having done. Does that matter? No. But surely, if you are going to the considerable expense of having a custom converted Camper, would you not give some thought to an inherent detail like the interior trim, and make it personal to you? You wouldn't buy a red sofa just because the three people in the queue in front of you in Ikea bought red sofas, would you?

I can entirely understand people wishing to be guided in matters of suspension upgrades or engine modifications as you don't want to get these sorts of things wrong, and there's a lot to be said for proven technology, but I am truly amazed that there seems to be so little creativity exhibited in the one area where you really can have complete control of your own destiny. Customising, and customising VWs in particular, has always been more about flair than finance, and long may it continue to be so. ■

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com



The cruise night wasn't as crowded as usual, due to a poor weather forecast, but the turn out was still mighty impressive

Kick-off cruise

The DKP VW club organised another of their legendary cruise nights before Bug-In 40

Words and photos Georg Otto

DKP cruise nights are always a big hit with the VW community, especially for the fans from out of town! That's why it was noticed with sadness when I was recently heading to So Cal that the most famous of all Cal Look VW clubs had put their monthly meet up on hiatus. Luckily, they made an exception and held a pre-Bug-In 40 cruise night in Garden Grove.

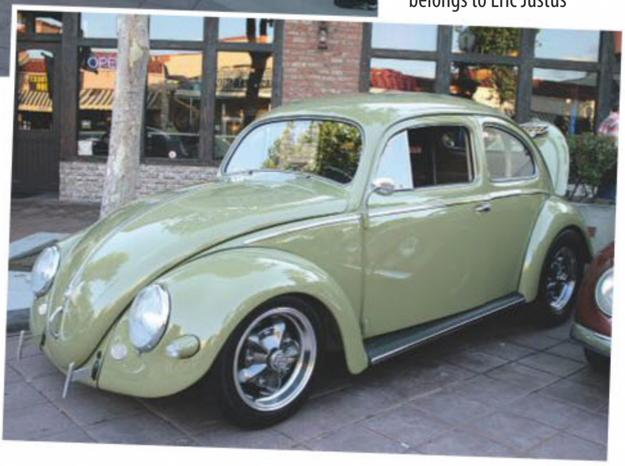
The historic main street serves as the perfect location for the meet, even if rain and low temperatures were predicted on the day. That may have stopped some VW nuts from bringing their cars out, but it was their loss as conditions turned out a lot nicer than predicted.

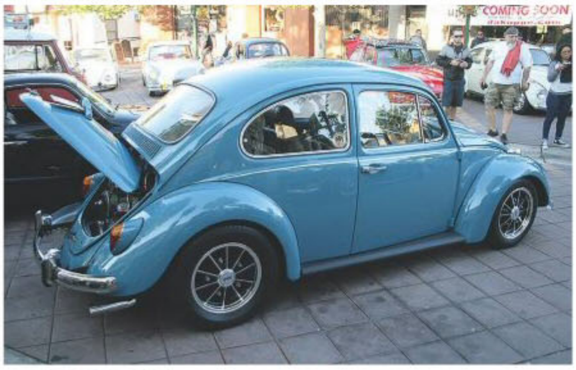
From 4pm on, the main street was closed to public traffic and filled with air-cooled VWs. We spotted more DKP cars then ever, which may have had something to do with the fact the club was holding its 50th anniversary celebrations the following day. But there were also a lot of non Cal Look cars in attendance, including a Swiss Post Fridolin on 17-inch Audi wheels, and a RHD Volksrod with welded doors and leather flames on the bonnet. A handful of Buses showed up too, along with Buggies, Bajas and Type 3s.

The nice thing about the location is the wide variety of restaurants around, so you are not forced to have hamburgers for a change! There is Mexican and Belgian food available, and also steaks and other traditional American delicacies. But the absolut highlight is the live band playing surf music all evening long. With those tunes in the background, mixed with the awesome cars lined up right next to your table, you really get that Californian lifestyle spirit. ■

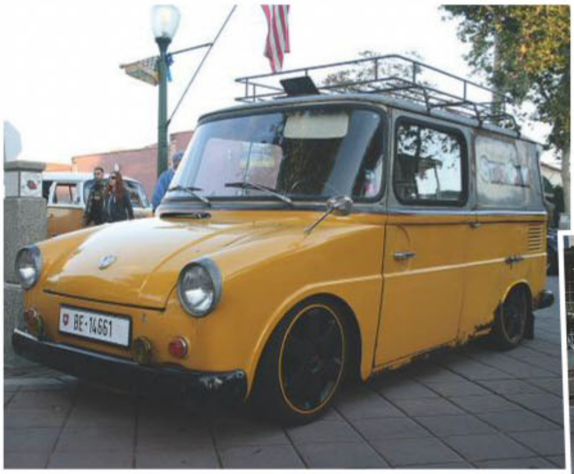
> "DKP cruise nights are always a big hit with the VW community"

Mango Green '55 Oval on Torkers belongs to Eric Justus



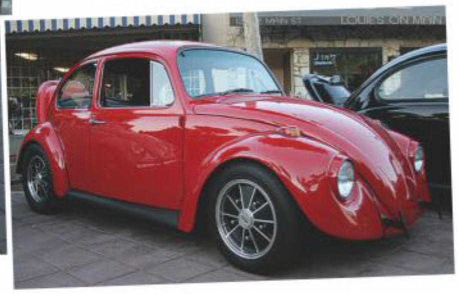


Randy Parsons of DKK (Der Kleiner Kampfwagens) came in his clean '67



Mike Macias and his Swiss Post Frid are well known in the So Cal scene

The owner of this traditional Cal Look '67 is long standing DKP member, Jim 'Sarge' Edmiston



EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

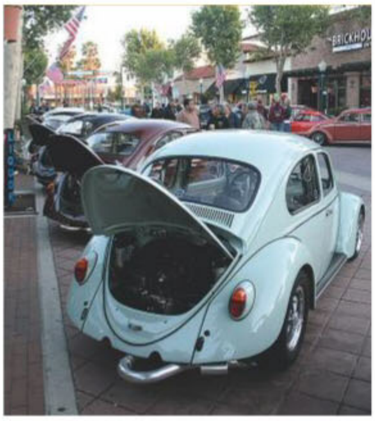
Christelle Becasse is the lucky owner of this cool as you like Yukon Yellow '67 'Vert

Early Bays look great in original Sierra Yellow, paint code L11H. Buff buff

Tamara Lopez's '63 Notch is a regular on the drag strip

This handcrafted kiddy car matched the parents' Squareback, only smaller

Porsche nipple hubcaps, as seen here on Mike Johnston's Beetle, are seldom seen today



Jim Logudice's tough looking '67 is propelled by a strong running, Roger Crawford-built motor

The line of DKP cars was long – almost 30 Cal Look Beetles and Ghias long. How cool is that?

EVENT LIST

Busfest
When: September 4-6
Where: Malvern Showground
Web: www.busfest.org

Field of Dreams
When: September 11-13
Where: Escrick Park Estate, York, YO19 6EA
Web: www.classicvolks.com/vwfieldofdreams.ht

VDubs In The Valley
When: September 18-20
Where: Bridgnorth, Shropshire
Web: www.vdubsinthevalley.co.uk

Dorset Dub Fest
When: September 18-20
Where: Herston Leisure, Swanage
Web: www.dorsetdubfest.co.uk

Doncaster Classic VW Festival
When: September 18-20
Where: Parklands, Doncaster
Web: www.doncasterclassicvwfestival.co.uk

Grill-n-Chill
When: September 18-20
Where: The Hop Farm, Paddock wood, Kent
Web: www.grill-n-chill.co.uk

RetroDubSuffolk
When: September 25-27
Where: Mid-Suffolk Showground, Suffolk
Web: www.retrodub-suffolk.co.uk

Dubs in the Forest
When: September 25-28
Where: Lytton Lawn Touring Park
Web: www.dubsintheforest.com

Dubs Int' Dales
When: September 25-27
Where: Camp Katur, Kirklington, North Yorkshire
Web: www.dubsintdales.co.uk

Berkeley VW show
When: September 27
Where: Berkeley Castle (in the meadows), Berkeley, Gloucestershire
Web: www.vwshow-berkeley.com

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VolksWorld is published every 4 weeks 13 times a year
Printed by Polestar (Colchester) Newcomen Way, Severall Industrial Estate, Colchester. Distribution by Marketforce UK Ltd, 4th Floor, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Tel: 020 3148 3333.

Subscriptions: Call 0330 333 4555, email magazinesdirect@quadrantsubs.com, write to VolksWorld Subscriptions, FREEPOST RTKA YLJG HAAK, Time Inc. (UK) Lyd, Rockwood House, 9 16 Perrymount Road,Haywards Heath, RH16 3DH, UK, or visit magazinedirect.com for great deals. One year 13 includes P&P UK £56.60; Europe and Eire: €110.71; USA $136.72; Rest of world £87.68. Overseas queries call +44 (0) 330 3330 233. Back issues 01733 385170 (24 hours)

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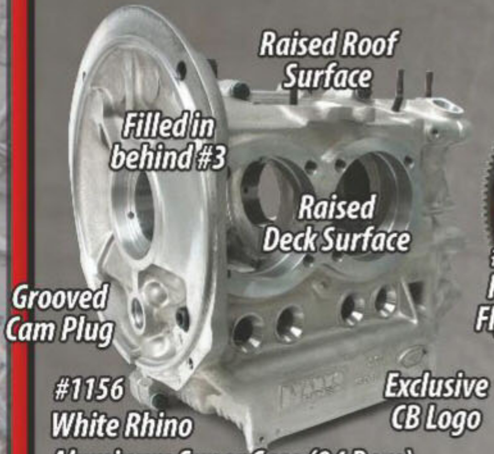
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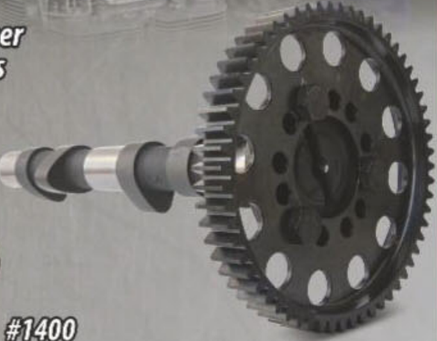

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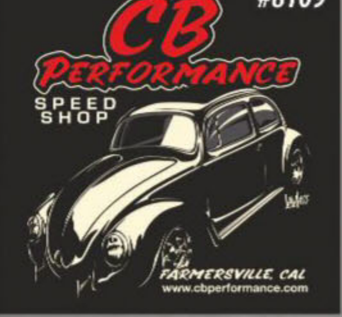
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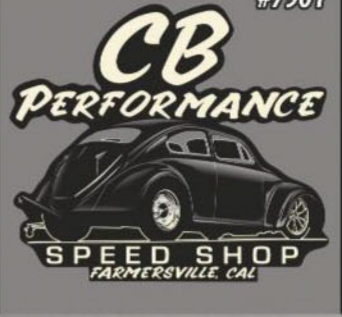
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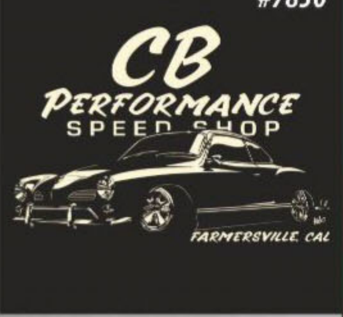
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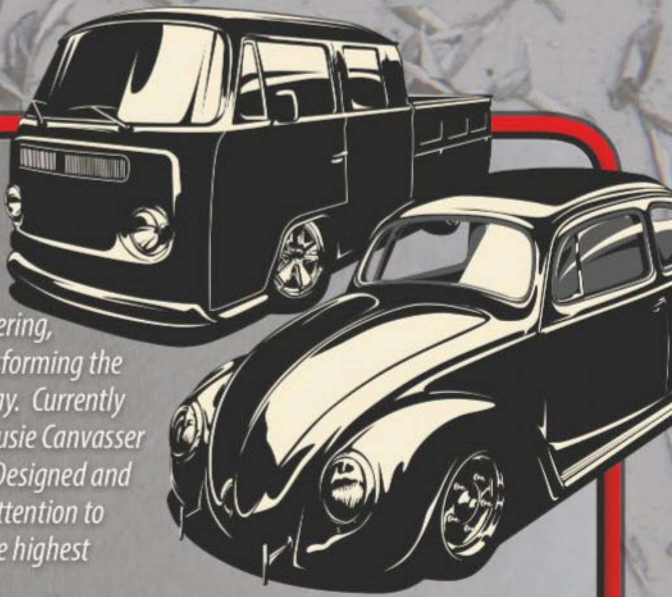

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Suffolk GT recliners

From: www.newtoncomm.co.uk Price: From £576

Since 1979, Newton Commercial has been manufacturing interior trim products for the VW enthusiast and has recently developed a new reclining seat for people that want the look and feel of a GT rally seat. Based on the company's popular Suffolk seat, the GT has higher bolsters for extra comfort and can be trimmed in your choice of leather, vinyl or material. They fit Late Bays (with a subframe kit), Type 25s, T4s and Brazilian Bays, but we're pretty sure with a bit of fiddling with runners could be made to fit most air-cooled VWs

Bay master cylinder

From: www.justkampers.com Price: £71.50

An often overlooked but critical part of any braking system is the master cylinder. If you're doing a full brake job on your Bus, or are in any doubt as to the integrity of your master cylinder don't take chances with your safety, replace it today.

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From: www.machine7.com Price: £35.25

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Beetlejuice

From: www.classic-oils.net
Price: £16.95 per 5l

The term air-cooled is a bit of a misnomer, because it's actually oil that cools VW's venerable flat-four engine.

Regular oil changes with the correct weight / grade are essential for smooth running and longevity and this straight 30 weight from British company Classic Oils has been specifically formulated for use in classic VWs. This SAE 30 monograde is the latest addition to Classic Oils' range and is perfect for all stock air-cooled engines.

Split washbag

From: www.themonsterfactory.com Price: £19.99

When you're strolling across the campsite to carry out your daily ablutions, something to carry your Old Spice and a toothbrush in is a must. These Split Bus washbags are insulated and lined, with both elasticated and zipped pockets so, whatever your choice of toiletries, they'll travel in style. Available in pink, blue, orange or red.

211 953 215C
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12V

Four-pin flasher

From: www.justkampers.com Price: £18.75

New from Wolfsburg West and available through Just Kampers is this reproduction of the previously hard-to-find four-pin flasher relay. Originally fitted to '68-'70 Beetles and the same age Bay Windows, but also useful for '55-'60 Beetles and Split Windows that have been converted to 12V. Although it might not look very exciting, it could save you hours digging through swapmeet boxes trying to find one, only to get your treasure home and find it doesn't work anyway.

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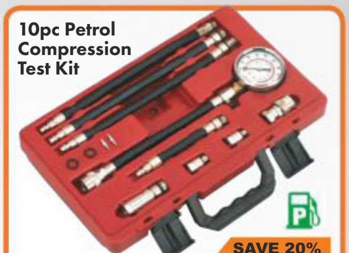

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LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month

Insurance woes

Anthony Tinkle, via email

Hi *VolksWorld*, I was wondering if you could help with a massive problem I've been having – insurance for a young driver. My 17-year-old son is about to take his driving test, and the plan has been for him to then use the 1200 Beetle we've been working on for the last couple of years. The thing is, all of the insurance quotes we've had have been prohibitive. Over twice what the car is going to be worth, and way out of his, and my, price bracket. What do all the other young drivers do about insurance? I knew that as a first time driver his first year's insurance would be expensive, but not this much. Please help.

Hi Mr. T (great name!) you're not alone I'm afraid. Remember the Living with… features we were running a while ago? One of the reasons they came to an end is that our young wannabe driver, Ollie, was unable to find an insurance quote for less than £4k for his stock '67 1300. He called every insurance company he could find and still drew a blank. To my mind, pricing young drivers out of driving old cars is incredibly short sighted as, in time, it ill kill the classic car scene. It's not like Ollie is some boy racer out to cause mayhem in a clapped-out Corsa. The '67 is a car he's passionate about, but simply can't afford to drive. To that end, he's bought a Series 3 Land Rover that is now insured as a commercial vehicle for a fraction of what he was being quoted for his Beetle. What a shame, eh? If anyone else out there has found a solution to young insurance, or a company that don't require you to take out a mortgage for a year's worth of driving, please let us know. – JP

VolksWorld to the rescue!

Patrick Van de Kerkhof (Belgium), via email

Hi. Thanks to you guys of *VolksWorld* we were in no time on the road again at Spa Francochamps.

Many thanks for the helping hands. Sorry, I forgot the names!

Hi Patrick, no problem at all, we were only too glad to help – that is to say Mark Walker, our ever helpful technical butler was – as the rest of us were on a stag do getting merrily battered in a field in England!

Bring the heat

Mark Wardill, via email

Hello *VolksWorld*, I am fast approaching the end of my new engine build – a 2110cc Type 1 using 95% new parts. I spec'd the engine around using heat exchangers as it will be put in my Early Bay and I hate the cold, but I am having problems finding decent new heat exchanges with anywhere near the quality of genuine VW ones. I was wondering if you know of a supplier that sells any that are exact copies of the originals, with the same amount of inner fins? Thanks in advance,

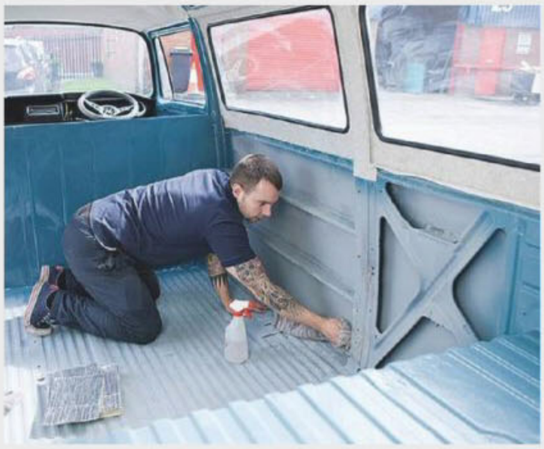
Hi Mark, if you're looking for good quality heat exchangers to use with a stroker motor, we'd steer you straight in the direction of Custom & Speed Parts (CSP) in Germany. They manufacture big bore heat exchangers specifically designed for performance engines, in bore sizes from 38mm to 48mm. We'd also point you in the direction of Just Kampers, as they're UK stockists for these items. – JP

Heads up

Liam Rogers, via email

Hello there, thanks for the great website, very helpful. I have a question though. In the picture I've sent from your How to article on installing sound deadening, there is a white / off-white textile that looks like it's taped around the windows. Could you help me with what this is called and where I might be able to get hold of some for my own Camper? Thank you.

Hi Liam. Tricky one. At first glance it looks like some form of padding but, if you look again, you can see it's properly tucked in around the window surrounds and under the window rubbers. That suggests to us that it's actually part of the headlining kit for this particular Camper. Best thing to do is speak to Noise Killer as they supplied the donor vehicle for the article and should be able to clear up any confusion. You can find them at www.nkgroup.co.uk/noisekiller. – JP



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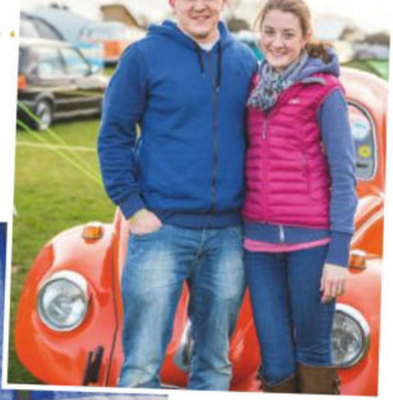
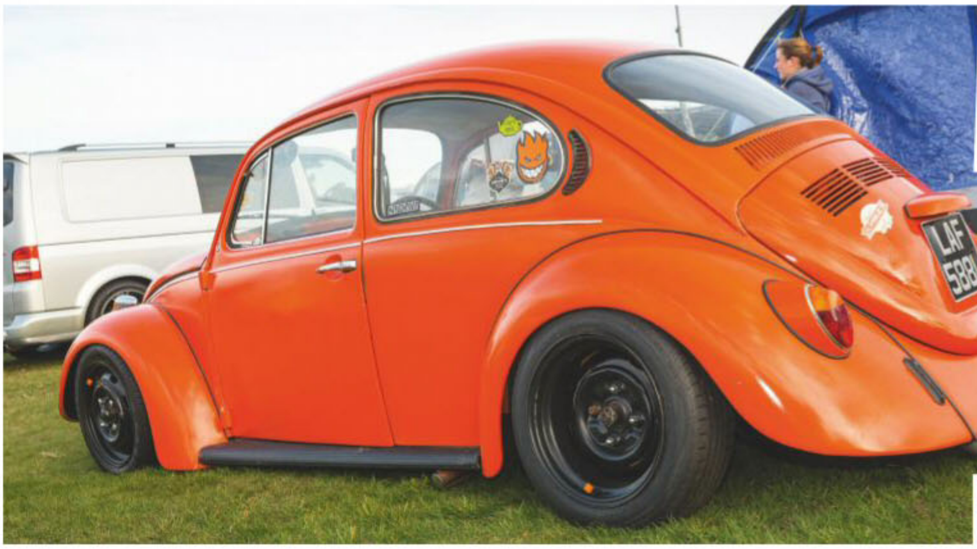
Car of the month



Wedding or wheels? Wheels or wedding? Which would you choose?



Black steels are the way forward, banded, naturally

Dean and Pippa Hall, 1973 GT Beetle

My name is Dean Hall and my wife's name is Pippa. We live in Mansfield, Nottinghamshire and are the proud owners of a 1973 GT Beetle.

I bought it by accident on eBay in September 2013 after bidding £500 and finding no one else bid on it. I never thought I'd win the auction but, once I did, I had to find a way to collect the Beetle, and this is where my father-in-law, Paul Goodliffe, came into his own (to be fair, I couldn't have done the car without his help). He drove me to Wales to collect the Beetle. I also had to use our wedding fund, which Pippa still hasn't forgiven me for!

After getting the Beetle home, myself and Paul started stripping it down and seeing what was underneath. Luckily, no welding was required. We fitted new fuel lines, new brake parts all the way through, a new adjustable front beam, dropped spindles, new balljoints and new tie rods to sort the safety and stance list. I had the underneath of the 'pan sanded back and sprayed, then lowered the rear by two splines, fitting new shocks in the process.

> “I bought it by accident on eBay after bidding £500”

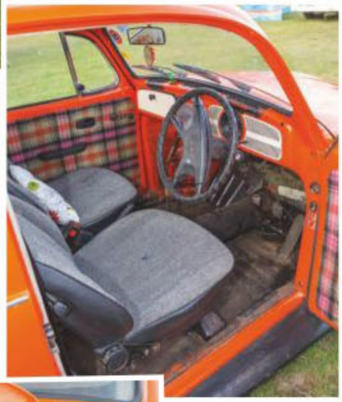
We then sanded and primed the body ready for paint in time to use the Beetle at our wedding in August 2014. We made the deadline, but it still wasn't how I imagined it to look. So, after some saving, I had some original Beetle steels banded for the rear and painted black.

The engine was rebuilt from 1300 to 1641cc with twin 34ICT Weber carbs. I started doing it myself, but work commitments got in the way so I had Mark at MCM finish it off for me.

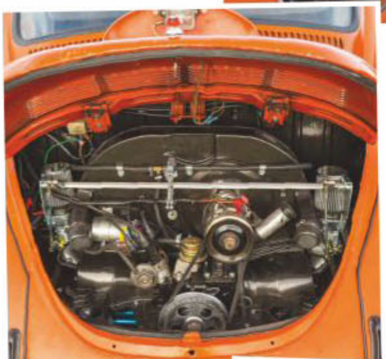
The interior is pretty much standard, but I've taken the rear seats out and made a painted MDF cover to go over the battery compartment. Pippa made the new door cards using a tartan rug. Then I've added a few little details like a Lego Michelangelo on the dash and an old-style camera as a speaker.

Myself and my father-in-law spent many hours prepping the bodywork, including two new rear wings, for paint, then sprayed the Beetle at my work. We kept it in its original colour.

Since The *VolksWorld* Show, I've had a new decklid sprayed by Kev at Voodoo Paintworks, with Michelangelo from *Teenage Mutant Ninja Turtles* on the reg. light cover. Futher plans include new carpet, headliner and having the dash sprayed. ■



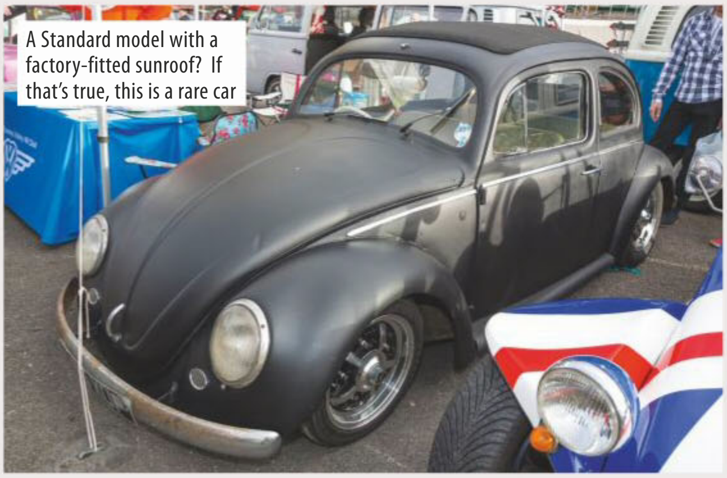
Interior is a work in progress, but Pippa has made a start with the funky tartan door covers



Twin port motor has been rebuilt as a 1641 with twin 34ICT Webers and a glasspack exhaust

If it's true what Dean says about needing no welding, this Beetle was a steal at £500

New paint was a DIY affair by Dean and his father-in-law, Paul. What no breathing apparatus?



A Standard model with a factory-fitted sunroof? If that's true, this is a rare car

Mark Murphy, 1956 Oval

My name is Mark and I am a member of the Thames Valley Owners' Club. My car is a 1956 ragtop Oval that started life in Sweden but I believe was imported into the country in the 1970s. I have owned it for about a year now and purchased it from another Thames Valley club member. Thanks Harry!

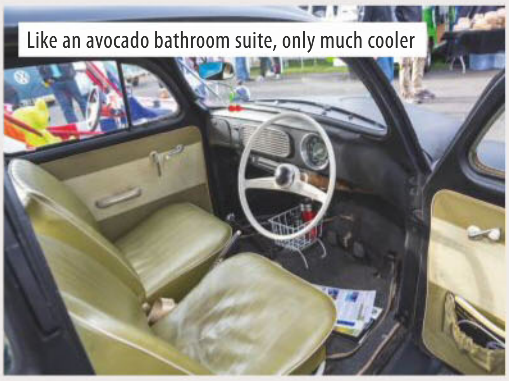
As far as I am aware, it started life as a Standard model with the ragtop added as a factory option. This was apparently chosen instead of hydraulic brakes! The engine is not the original, but is now a good, strong, standard 1600 from a later Bug. The interior has also been replaced with later 1960's seats and trim. The look of the car is basically how I acquired it, with what I have been told is a 4-inch narrowed beam and a two-spline drop on the rear. The Bug has also been treated to a coat of aerosol black over flaky paint but, on closer inspection, turns out to have had a very good restoration with all the usual rust spots taken care of. I acquired this knowledge from one of its former owners, Ian Kent of E's Autos. Thanks Ian!

So far I have replaced the steering box, rear torsion bars and rubber donuts, rear wheel bearings and seals. I have also added the usual electronic ignition system to do away with the points and condenser. For safety, I had a good friend of mine help with the installation of seat belts, the mounts for which had to be welded in. There are quite a few mechanical issues that still need to be resolved but nothing that stop me from taking the Bug out whenever I can.

My plan for the car is a complete makeover. I have been a vehicle spray painter for the last 24 years and the painter in me wants to have a very straight, shiny Bug.

I restored a 1970 Bug in the early '90s and have always regretted getting rid of it, though a ragtop Oval has been the car I've always desired, so I'm chuffed I now have one.

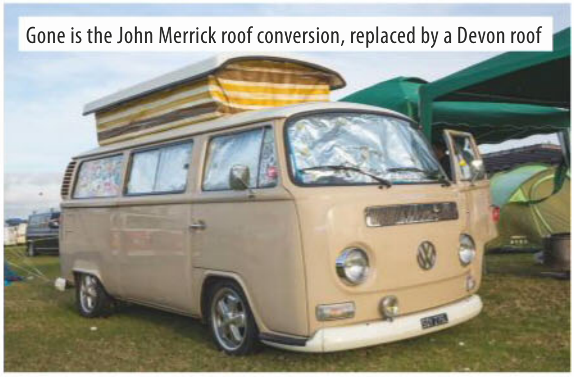
For now, the Bug is being used for fun family trips and we are looking forward to getting back into the great friendly Volkswagen scene.



Like an avocado bathroom suite, only much cooler

Do it Mark, this car deserves a proper paint job

Good buy Mark. Goodbye



Gone is the John Merrick roof conversion, replaced by a Devon roof

Bob Tucker, 1972 Bay Window

I'm Bob and this is my Bay Window Camper. It's a 1972, which I'm reliably informed is a Crossover model. I've only had the Bus a month but I've fallen in love with it because it's just so practical and you can park it up at a show for a weekend, sleep in it, eat in it, drive home and then drive it to work on a Monday morning. You're not going to do that in a Ford Focus are you?

It's had a full restoration and once had a high top roof but that's gone now, as you can see, which is much better as far as I'm concerned. If you have ever driven a high top in the wind, or tried to get into a car park, you'll know why I'm happy it's gone! In its place is a Devon roof, which suits me and the style of the Bus much better.

The motor is a healthy 1776cc, which gets me to all the shows and back to Croydon without any trouble. The Fuchs-style rims are a personal favourite and set the Bus off perfectly.

Inside, with the Devon roof up, it feels airy and bright, and with the curtains closed, the thermal screens on and the bed pulled out it's the best place to sleep off a festival hangover! The rest of the interior is made up of chequered flooring, an upholstered rock 'n' roll bed and a sink unit by the door.

Lovin' those '70's roof stripes

VolksWorld Show flooring – it gets everywhere!

Bob shows his colours

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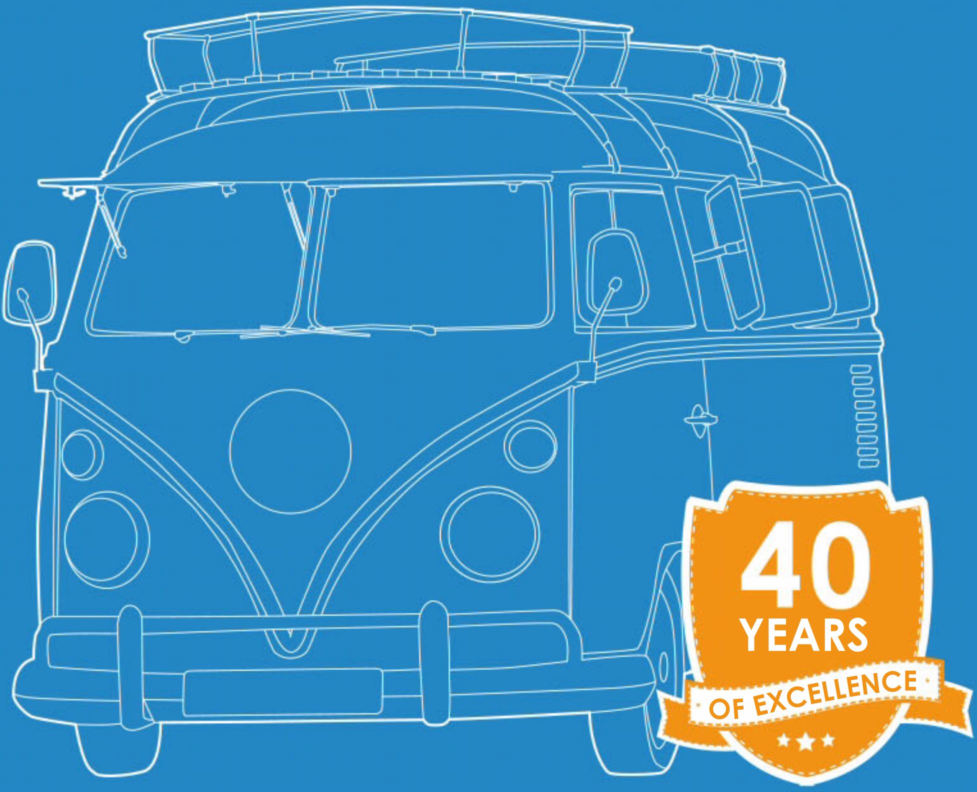

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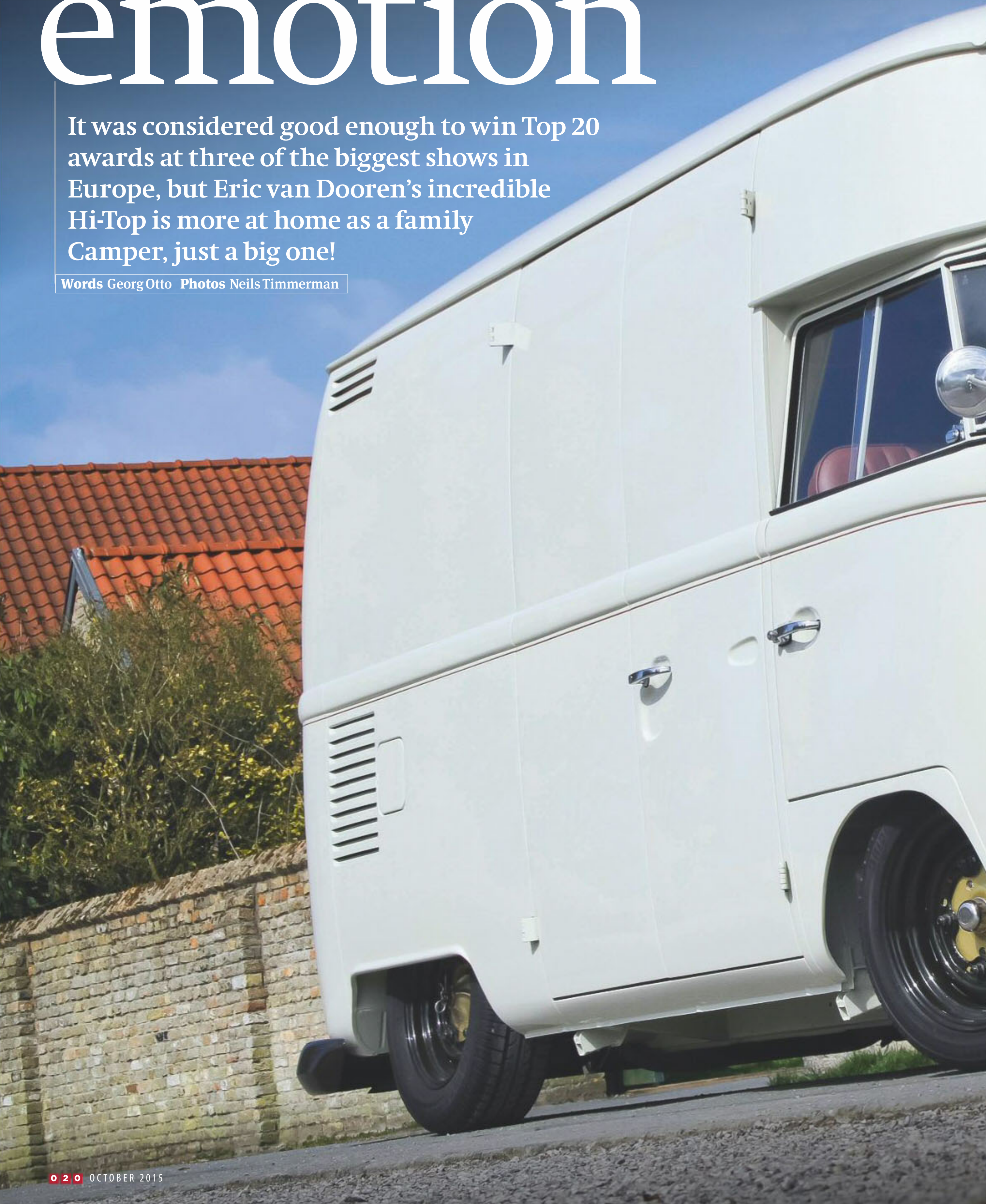
Hi-on emotion

It was considered good enough to win Top 20 awards at three of the biggest shows in Europe, but Eric van Dooren's incredible Hi-Top is more at home as a family Camper, just a big one!

Words Georg Otto **Photos** Neils Timmerman



"Yes! Yeeees!" Eric van Dooren throws his hands up in the Sandown Park air. Seconds before, *VolksWorld* Editor, James Peene, had proclaimed his '67 Hi-Top one of the Top 20 award winners at the 2015 *VolksWorld* Show. What a feeling. A weight is lifted from his mind. All the hard work has paid of. Arms are hugging him, the happy faces of his friends, Andy Finch and Marco de Waal, emerge in his field of vision. It's a wave of emotions.

Eric enjoyed that moment to the last, because the story of his Bus began in a much less glamorous way in 2013. Back then, the Hi-Top was in the ownership of Kieft & Klok in The Netherlands, having been imported from Portugal, where it started its life in 1967 as a regular transportation vehicle. After years of use as a workhorse, it fell into the hands of some surfers, who converted it into a Camper by carelessly cutting windows in the sides, hacking skylights into the roof and altering the interior to suit their needs. You may ask yourself how someone could do that but, in the late 1980s, nobody, really nobody, cared much for Buses, let alone Hi-Top Panels, besides hippies and surfers. Old VW Transporters were just that – old VW Transporters. They weren't cool and no one in his or her right mind would have showed up at a VW show in one. Okay, maybe in a Samba, with some wild graphics and widened steel wheels, but that was it! And so, the '67 seemed to suffer the same fate as so many other four-wheeled slaves. After its short career in the surfer world, it was parked in a field, abandoned and left to the elements.

"A straight swap – his good condition SO42 Westfalia for the crusty, rusty '67 Hi-Top!"

Years later, when interest in old Buses exploded, Gerd Kieft and Maurice Klok found the Panel Van sitting forlorn in the Portuguese wildness. They knew that some brave man could / would restore it, so put it on a trailer and took it back home with them to The Netherlands.

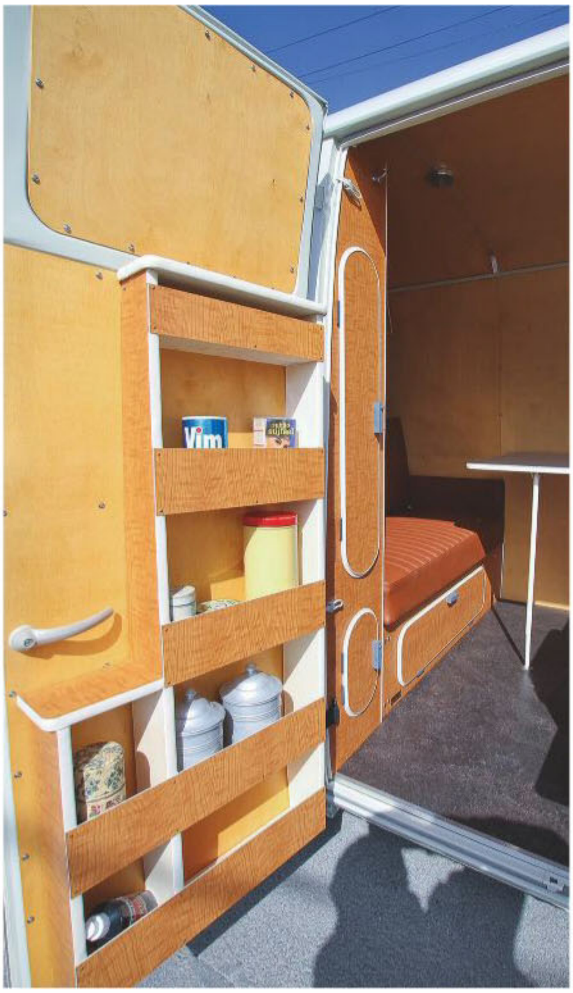
While Kieft & Klok arranged the homeward journey of the Hi-Top, Eric and his family went to the USA on holiday. "I bought an SO42 Westfalia over there. We travelled the land of the free and took pleasure in stopping wherever we felt like it. I owned an SO42 before and always regretted selling it, so it was clear we would take this one back home with us to Europe." After the getaway, the van Doorens arranged shipping for the Bus, then flew back home and started their daily routine again. One of Eric's habits is to check the Kieft & Klok website on a regular basis, just for fun and to be up to date. When he first opened their site after the holidays he almost fell off his stool. There was a Hi-Top for sale!

One big rust bucket

The 44-year-old Dutchman got excited because he had dreamed of one of these Buses for quite some time, but never thought he would get the chance to buy one. "I picked up the 'phone instantly and told Maurice I wanted to buy the Hi-Top. But instead of striking a deal, he asked me if I was sure I wanted it and that I should consider coming over and inspecting it first," reports the father of two. "It was bad. Very bad. To be honest, it was even worse than I had expected, and for a minute I thought I am not gonna do it! It looked good from the outside, but was just one big rust bucket underneath." But these Buses are rare, and you never know when, or if, you'll find another one for sale. The overall number of factory made Hi-Tops is not verified, but less then 100 Split Screen versions are known to exist today.

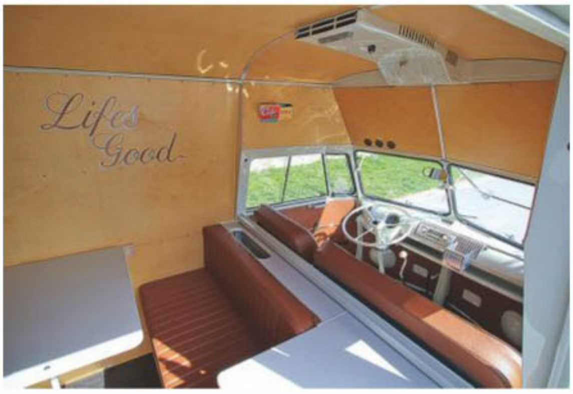
Volkswagen started building them in September 1961, which left only six years until the end of Split Screen production in Germany. Because of the new roof, the overall height increased to 91.5 inches and the interior space increased to 71 inches. The Hi-Top was an optional extra and had the M code 222. They always came with

^ You really have to see this gigantic side panel for real. Hi-Tops never left the factory this straight!



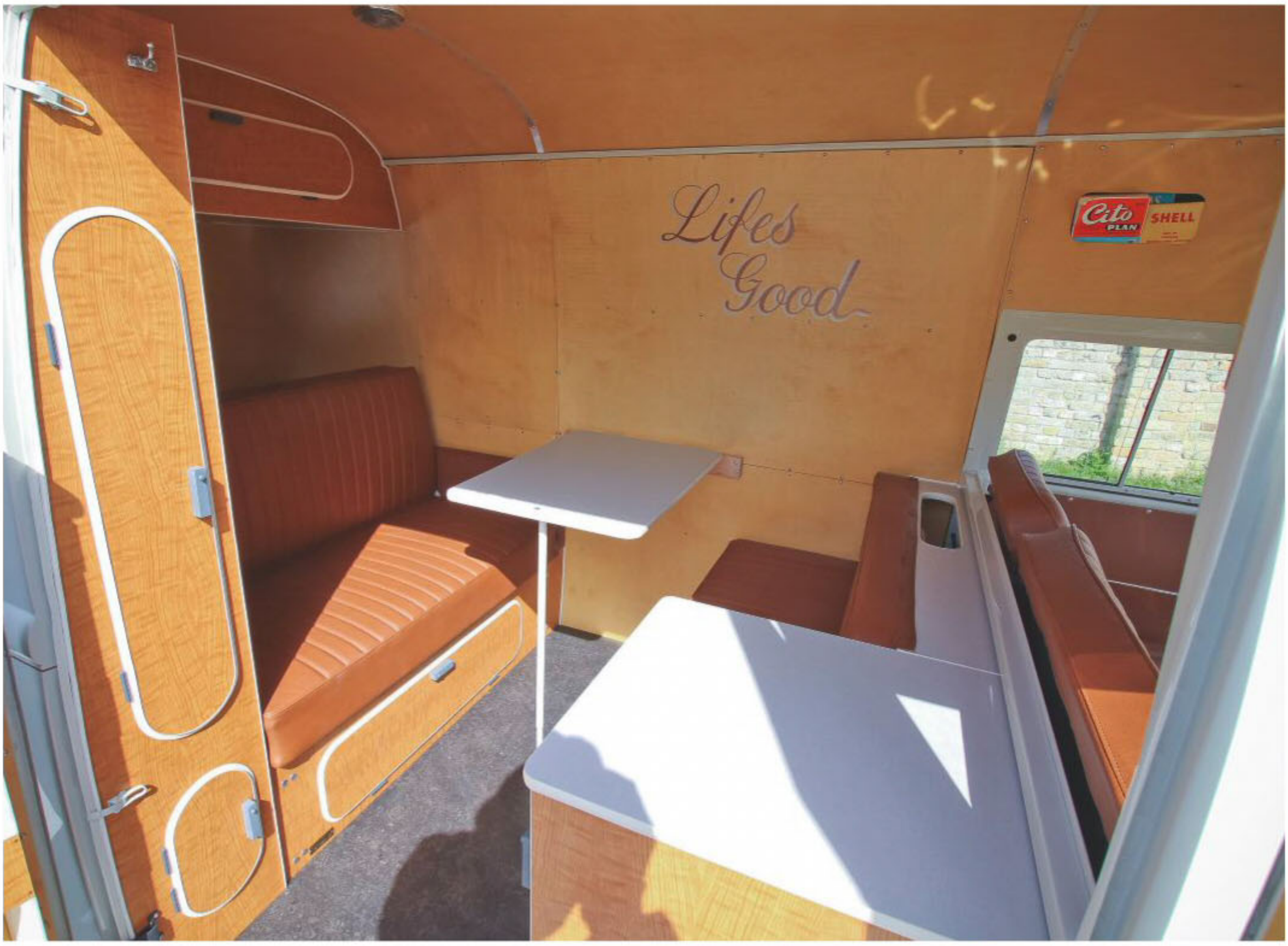
^ Three VDO gauges have been neatly incorporated in the cabin headlining

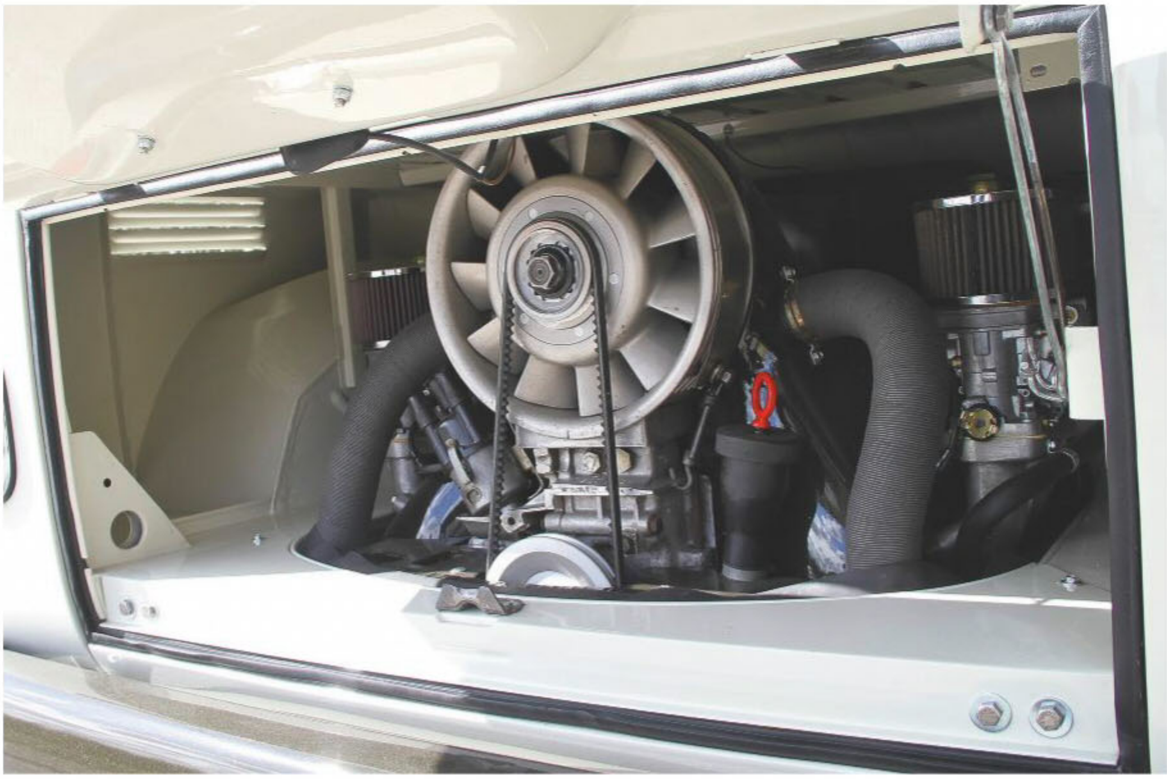
v A Hi-Top Bus is predestinated to be used as a Camper – just look at all the headroom available!



< The door shelf offers plenty of room for cooking kit

v It looks like a standard SO42 Westfalia interior, but it was all custom made by Repro Westy to fit the taller dimensions of the Hi-Top





The 2.4-litre Willibald-built Type 4 motor is a very desirable piece of kit. It's quick, too

Yes, it's a show car, but it's also a driver, and regularly gets used for family camping trips

TECH INFO

BODY 1967 Hi-Top Panel Van, TQR wheel tubs, L87 Pearl White, accents in House of Kolor metallic brown
SUSPENSION 3-inch narrowed and adjustable Dogback beam; dropped spindles; CSP disc brakes; VW Polo 6N brake servo; pre-'67 rear drum brakes with 1303 internals; straight axle, Type 3 gearbox; Spax shocks
WHEELS 5.5 x 15-inch Porsche 356 steels; 175/55 and 195/65 Bridgestones
ENGINE 2.4-litre Type 4; BAS Porsche-style fan shroud; 44IDF Weber carbs
INTERIOR Custom-made repro Westy SO42 'Hi-top' interior; seats and door cards covered in chocolate brown leather by Miller Custom Upholstery

Chocolate brown leather is a lovely contrast to the Pearl White paint

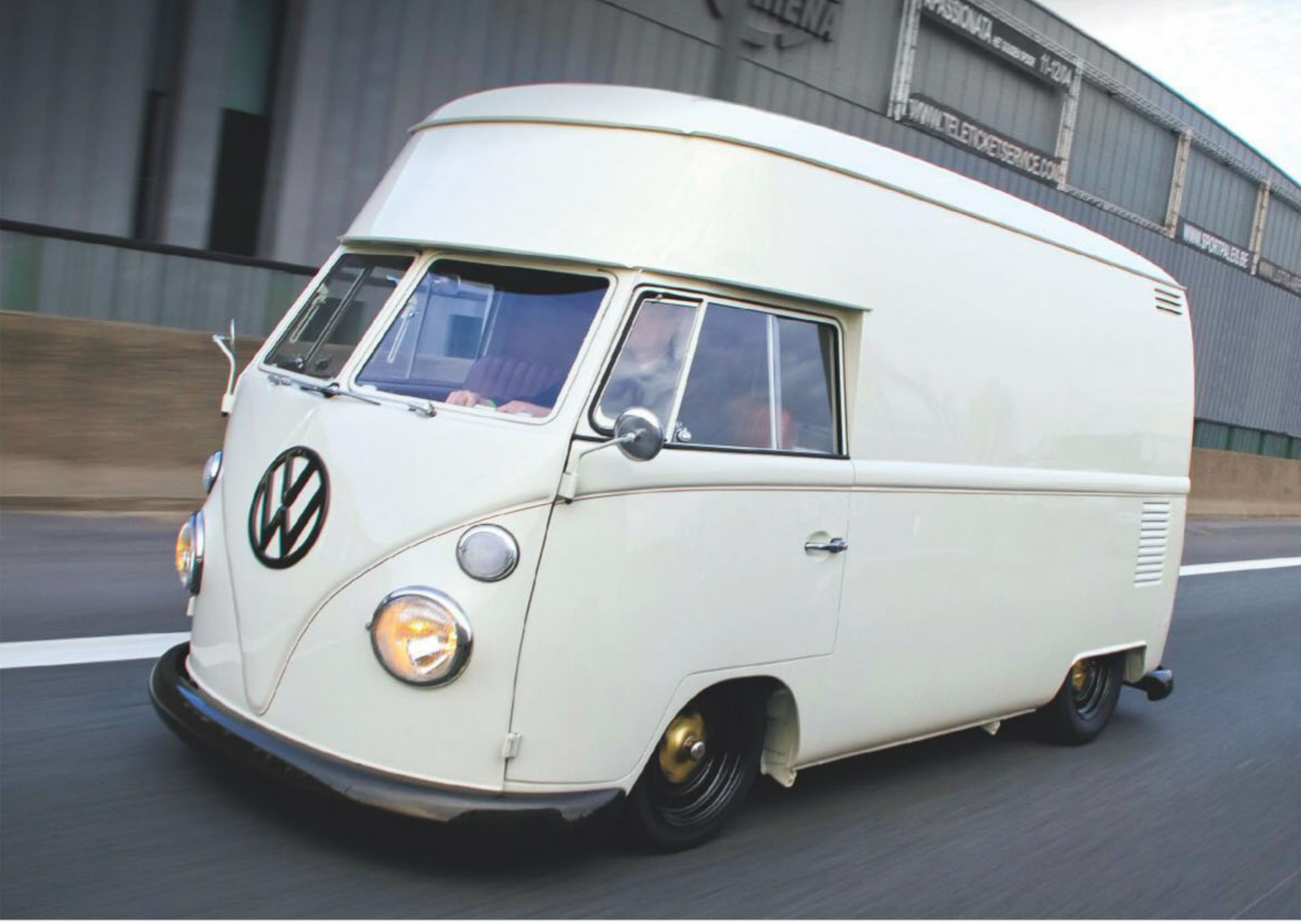
the narrow rear hatch, because the lift mechanism for the wide hatch was never modified by VW to work with Hi-Top Buses.

Now you might better understand why Eric so badly wanted one of the quirky tall Buses. But what should he do now? He asked for some respite and, after a few days and several 'phone calls, they clinched a deal. In the end, Eric agreed to do a straight swap – his good condition SO42 Westfalia (which was still on the ship from California at the time) for the crusty, rusty Hi-Top! "I just had to have it. And I knew it would look cool in Pearl White, lowered, with an SO42 interior."

My friend the welder

The self-employed plumber immediately started disassembling the Transporter, then took the bare 'shell to his good friend and metal craftsman Maarten van Geet. "My plumbing company takes up a lot of my time, and I knew I wouldn't be able to do everything by myself. That's why I commissioned the right guys to do some of the bigger jobs," explains Eric. For quite some time, Maarten's best friends were a welder and a pile of Auto Craft panels. Maarten also welded in some Trailer Queen Restorations wheel tubs, and hand made the complete upper side panel where the windows had previously been hacked in to make the Bus as straight as possible, something Andy Finch appreciated a lot, as he was the one in charge of the paintwork. "I have known Andy for quite some time and seen lots of cars coming out of the spray booth at his company. The results were always perfect, so it was self-evident to me to have it painted over in the UK," continues Eric. The crew at Spike's Vintage Restorations took on the task, making everything as straight as an arrow. When the final

The subtle wheel tubs were fabricated by Trailer Queen Restorations in the UK



coat of primer had been laid on the body, the colour choice surfaced again. "Andy told me over and over again that I should choose a darker colour to emphasise the straightness of my Hi-Top and I got really uncertain, because other people started telling me that as well. But finally a friend of mine from Holland said, 'Stick with your first choice' and so I did." Now L87 Pearl White graces the VW and Eric is totally happy with his choice. "It helps to make the Bus more subtle. I am not the kind of person who loves to have a 'loud' car, and I really liked Andy's idea to put some flakes in the brown colour for the bumpers, the VW logo and the wheels. That gives it a bit of glamour!"

> "We love camping and that's what the Hi-Top was basically built for"

German Look

While the paint was drying, he commissioned Marco de Waal of MarCo Supplies to get all the components for the undercarriage together. A three inch narrowed and adjustable Dogback beam, plus dropped spindles and a CSP disc brake kit were chosen for the front, while an overhauled Type 3 gearbox, plus modified 1303 drum brakes were called into action at the rear. As luck would have it, an '80's German Look 1303 was offered to Marco at around the same time, which had an almost unused 2.4-litre Type 4 motor, built by the late Heinz Willibald, a very well known and experienced German engine builder. Eric heard about the powerplant and wanted it instantly for his Hi-Top. The only thing they had to do was repaint the Porsche style-fan housing and fit a more appropriate exhaust – that was it.

By now it was September of 2014 and it looked like the Bus could be finished for The *VolksWorld* Show the following year. Eric started on the final stretch of putting it all back together, but then had the chance to buy a bigger warehouse for his company, and took it. The relocation took all of his time, so he handed over the final assembly to Marco de Waal. Somehow, in between organising the move, Eric found the time to order a custom made SO42 interior for his Hi-Top from Repro Westy, located in Nieuwegein in The Netherlands. Ruud Rams, the boss of the company, made a full set of 'stretched' furniture to match the higher surroundings. It's an amazing piece of work. Marcel Miller covered the rock 'n' roll bed, the bench, the front seats and the door cards in chocolate brown leather.

Neat little things like the LED dome light, AAC cup holder, three VDO gauges over the left windscreen, a GDP Barndoor steering wheel, a period accessory shifter extension and Vintage Speed shift knob complete the interior.

Marco finished the Bus a week before The *VolksWorld* Show and transported it to England where Andy polished it one last time and Simon 'Nefarious' Pollock applied the chocolate brown pinstripe under the belt line. They made it to the show and, well, you know the rest.

But its life as a show car was short lived. "My kids, Bink and Lizzy, and my wife, Lisette, love camping and that's what the Hi-Top was basically built for. I drove it to the *Super VW* Show in France and to Spa [it won Top 20 awards at both] and now we go on holidays in it," says Eric with a smile. "It will get imperfections, I know, but that's the way it is. I will not pass on those moments sitting at the camp site in front of our Bus, having a glass of wine and enjoying life. That is causing truly positive emotions!" ■

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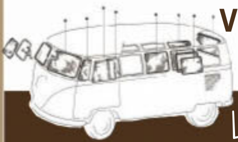

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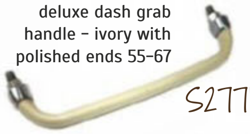

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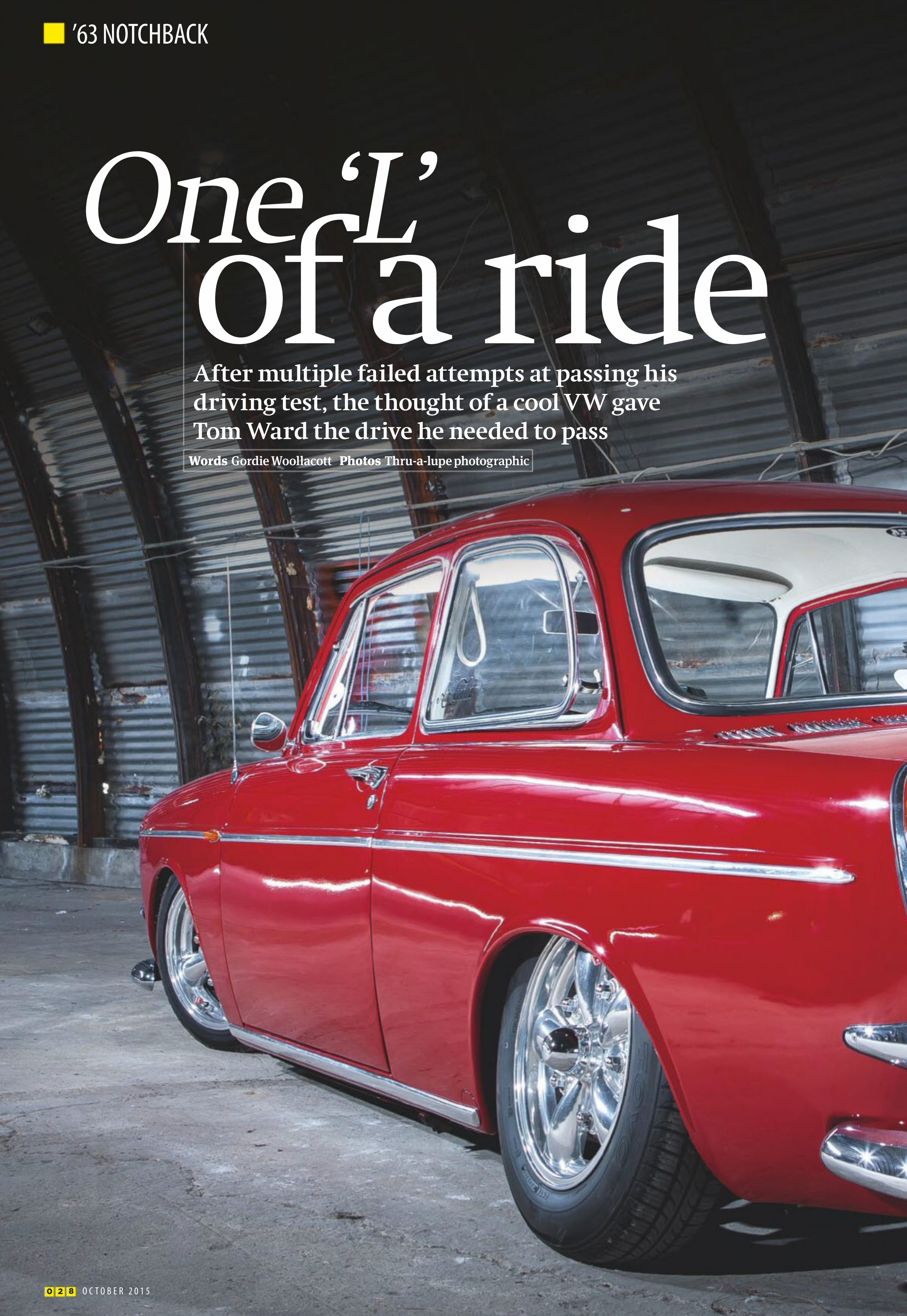


One 'L' of a ride

After multiple failed attempts at passing his driving test, the thought of a cool VW gave Tom Ward the drive he needed to pass

Words Gordie Woollacott **Photos** Thru-a-lupe photographic

After four failed attempts at passing his driving test, 17-year-old Tom Ward ditched the prospect of four wheels in favour of two and remained content that way for 12 years. So, what happened at the age of 29 that prompted him to fly through his theory test and finally get his driving license at the first time of asking the second time around? Tom: "My sister, Cagney, has owned her '71 Beetle for years. My dad, Gordon, helped her do it up, in between working on his own early Bay. I've been to loads of VW shows with her and it got to the point where I couldn't resist it any more and so had to get one for myself, which of course meant re-taking the driving exam. I've always been a fan of slightly more unusual cars and, in the beginning, was on the lookout for a Brasilia."

After many hours spent trawling thesamba.com, one or two of the quirky, Brazilian-built vehicles showed up but, in the end, rarity of parts turned Tom's attention to the Type 3 range instead. "I did quite a bit of research and read a few articles that went into some detail about how difficult it was becoming to find replacement parts and, in the meantime, came across an advert for this Notchback for sale in Coventry."

The advert detailed what was essentially a project that had started out with all good intentions, but one in which the owner had lost interest. Listed as a '63 original RHD South African car, it was registered on a '66 D-plate as that was the year it was imported into the UK. The suspension had been modified with a narrowed Type 1 front beam and air shocks, whilst the back end had been treated to some spring plate adjustment. Sold as a non-runner and without an

old's cool
VOLKSWAGEN
1500
AOD 794A

^ 1500S with all the trimmings, and then some

MoT, Tom negotiated a deal to include two NOS front wings that the seller had in his stash as this was the only area of the car that showed any signs of rust. Price set, he borrowed a trailer from a friend and headed off on the 400-mile round trip from Torquay to Coventry with his dad. On arrival, they discovered the car was so low it could barely roll and to load it up they had to jack the trailer up to an extreme angle just to be able to pull it into position using the winch. Tom: "It was an interesting experience, and we got quite a lot of beeps and waves as we headed back down the motorway!"

With the car safely back at base, the first thing Tom dealt with was the non-running engine which, at the time, was a stock 1500 Type 3 affair. "Fortunately, it was just simple service parts that were needed and a damn good tune up. It was also on the original 6V system and so that was upgraded to 12V with the help of family friend and electrician, Si Kingwell." The engine has since been rebuilt in stock twin-carb form and runs like a dream.

> "I don't particularly like the stock look of the Notch..."

The braking system was all in good order and just required a clean up and some adjustment before the Notch was awarded a fresh MoT. At the same time, Tom applied to the DVLA for age-related plates, shifting the '66 D it came with to a more fitting '63 A.

Good housekeeping out of the way, it was time for Tom and dad, Gordon, to get serious on the Type 3. "Whatever car I ended up with, I always had one thing in mind – air ride," explains Tom. "Having been to so many shows and seen so many cool Buses and Bugs on air, I really wanted the same thing. In all honesty, I don't particularly like the stock look of the Notch very much, but when it's on the floor I just think it looks so cool. You just can't achieve that kind of appearance without using air." Aside from some extreme surgery such as body dropping, it's fair to say and, even then, practicality goes out the window and your head goes out the roof!

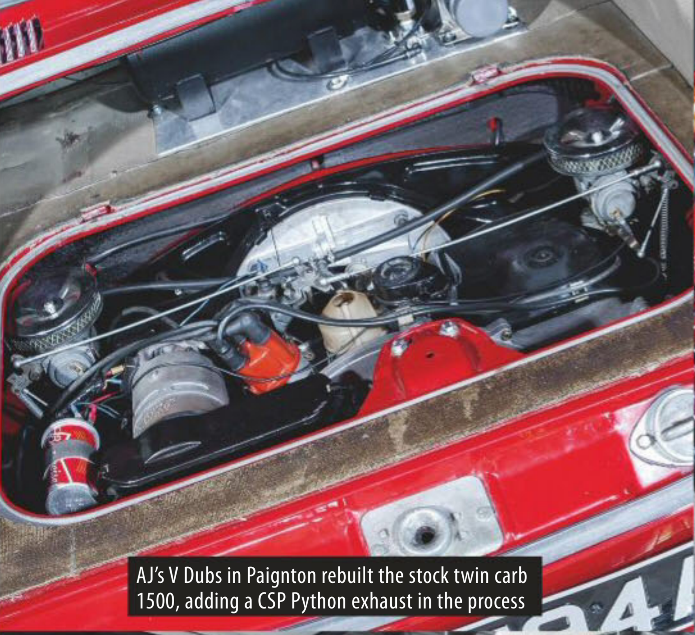
Under pressure

The previous owner had set the wheels in motion by fitting the narrowed Type 1 beam, but the air shocks it came with were ditched. Tom: "The system was laboured. It took around five minutes for it to get fully pressurised and it was fed through a kind of small tyre pump. I shopped around and, in the end, went for an AirKewld set up from Retro Dubs in Cornwall." The kit comes complete with everything you need to get your motor moving vertically. What air ride won't do on its own is make your vehicle low – that's your job. Tom and Gordon started by mapping the system out. "If there's any advice I can give to someone thinking of doing this themselves, it's take plenty of time planning. We spent way more time planning than actually installing the kit."

The front was a relatively straightforward job of bolting the air shocks in place on the existing beam before routing the piping. To achieve the killer lows, the rear required some more out-of-the-box thinking. "My dad took an engineering apprenticeship when he left school and the skills have stayed with him. He fabricated a fresh c-shape lower mount for the rear shocks that bolts into the existing mount. With this in place we were able to gain an extra 2.5 inches on the low end of things."

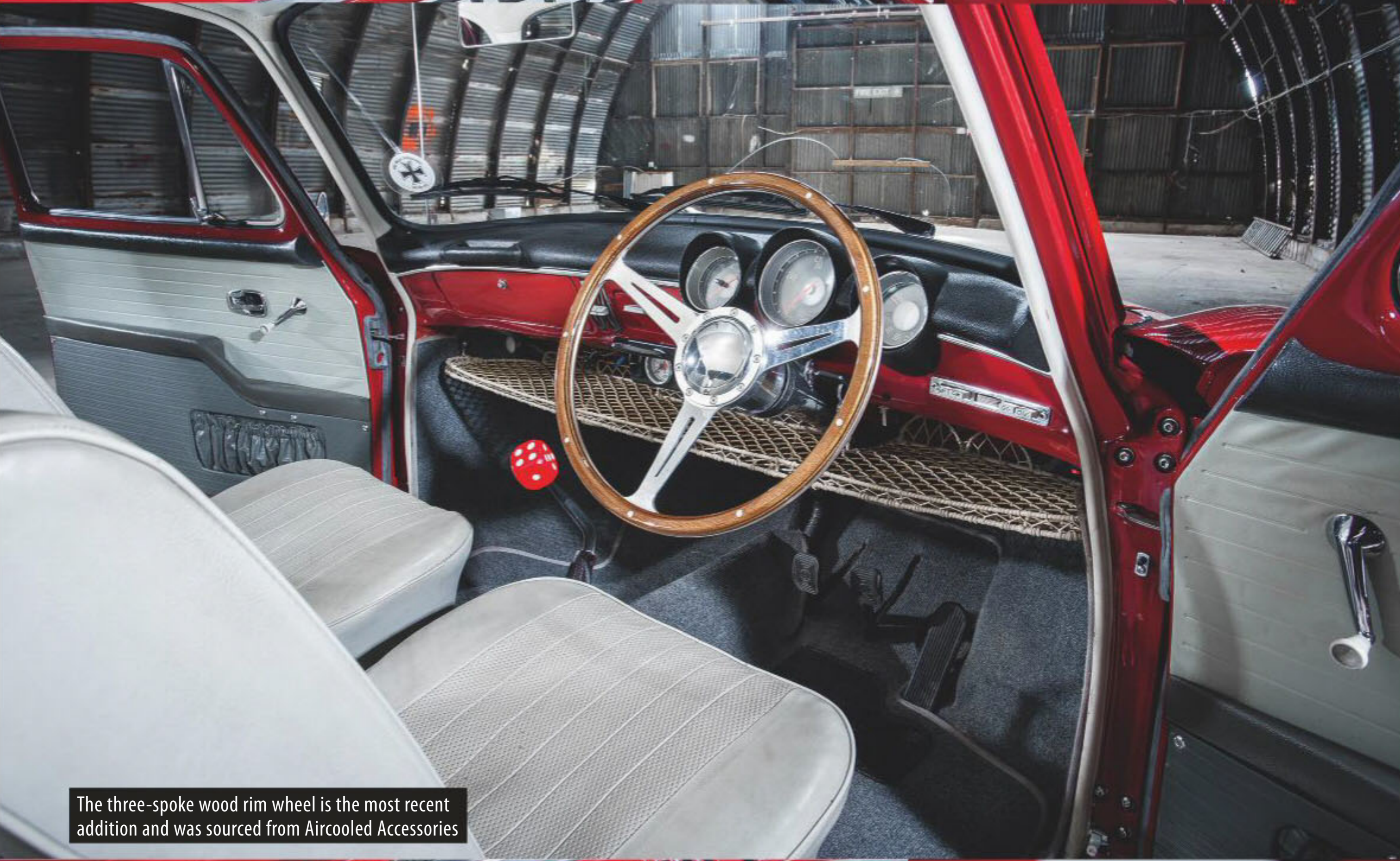
The new mounts were put together by Gordon in Tom's garage and are critical in achieving the lower-than-static look he craved. With the original rear torsion set up in place, fresh adjustable spring plates from Transporterhaus take care of everything else. Manufactured specifically for the Type 3 chassis, the design means there is no need for the Notch to be notched as clearance has already been taken into account – clever stuff.

It wasn't all plain sailing however. The Airkewld kit comprises an air tank, a



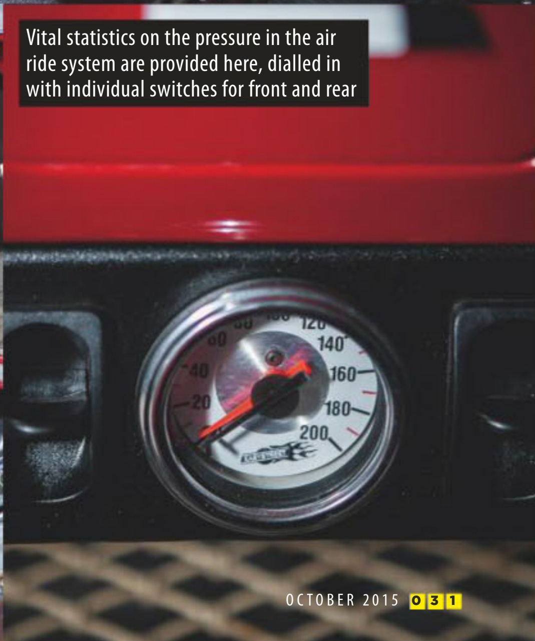
AJ's V Dubs in Paignton rebuilt the stock twin carb 1500, adding a CSP Python exhaust in the process

The re-trim was all done 'in-house' by Tom and his dad, no hint of the Airkewld air tank hiding in there…



The three-spoke wood rim wheel is the most recent addition and was sourced from Aircooled Accessories

Hiding behind a panel in the boot is the air tank and compressor, rubber mounted to reduce vibration



Vital statistics on the pressure in the air ride system are provided here, dialled in with individual switches for front and rear compressor, four air shocks and all the piping that works on a push-fit system. "During the first year or so of running the new suspension, we spent quite a while chasing leaks," explains Tom. "The instructions advise that the hoses need to be pushed in only a few millimetres to achieve a seal. However, after one too many air leaks, we discovered we needed to use slightly more force to push the pipes home and achieve a good seal. We got there in the end and now everything works perfectly." A psi gauge up front is flanked by two switches independently controlling the front and rear ride height. Tom's preference for cruise mode is 140psi front and 160psi rear.

With the 15-inch American Eagle wheels wrapped with Smart Car front tyres and 165 x 80 rears, this setting gives just enough clearance that the inner wings don't get any undesired modifications. Tom: "We had to have the rear wheels machined half an inch as we found they fouled on full drop, but a local machine shop put that right."

> "It was at this point Tom turned up the bargain of the century"

After running around like this for just over four years, Tom noticed the rust on the front wheelarches was starting to get quite bad and so felt it was time to call on those NOS wings he'd snapped up as part of the original purchase deal. Rather than just have them painted and hope for a good match, Tom had things done properly. Everything on the car, bar the roof, was taken back to bare metal and a fresh coat of the original L456 Ruby Red applied by Paul Finch. In the meantime, Tom had been collating parts for the rebuild, including all new rubbers and a NOS front bumper that he found at an autojumble at the NEC. One elusive part remained though – the rear bumper. In the end, the original was sent to Alderry Plating in Poole who restored it.

Elbow grease

All the freshness of the exterior shone a light on the not-so-freshness of the worn out interior. It was at this point Tom turned up the bargain of the century, bagging a complete 1963 correct interior for the Notch, including door cards, for just £100! Tom: "It was in great condition and just required some elbow grease before fitting perfectly into the car."

It was at this time the original 1500 was rebuilt by AJ's V Dubs in Paignton with 1641 components, twin carbs and a CSP Python exhaust. Tom reports the pipework routes up behind the bumper and is perfect for the car in full drop mode.

Since its overhaul, the car has become somewhat of a trophy trap – in the south west at least. Pots claimed at Bristol Volksfest, Final Fling and Dubs at the Castle have been just reward for the effort and attention that have gone into creating this ride. If ever there was a car to inspire you to pass your driving test, this has to be it. ■

TECH INFO

BODY: Stock 1963 Notch, repainted in L456 Ruby Red
INTERIOR: Replacement original interior from a '63 donor car
ENGINE: Type 3 1500 uprated to 1641cc; twin Dell'Ortos; CSP Python exhaust
WHEELS AND TYRES: 15-inch American Eagle 5-spokes, rears machined 1/2 an inch for clearance; 165/50 Smart Car front tyres, 165/80 rears
SUSPENSION: Narrowed Type 1 front beam; Airkewld air ride system; Transporterhaus adjustable spring plates

As anyone that has owned a Type 3 will know, most people don't have a clue what they are out on the street. And Tom likes it that way

The man behind the plan and now the proud holder of a full UK driving license

People say they've been bitten by the bug, but have you ever been bitten by a Notch?

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kit consists of:

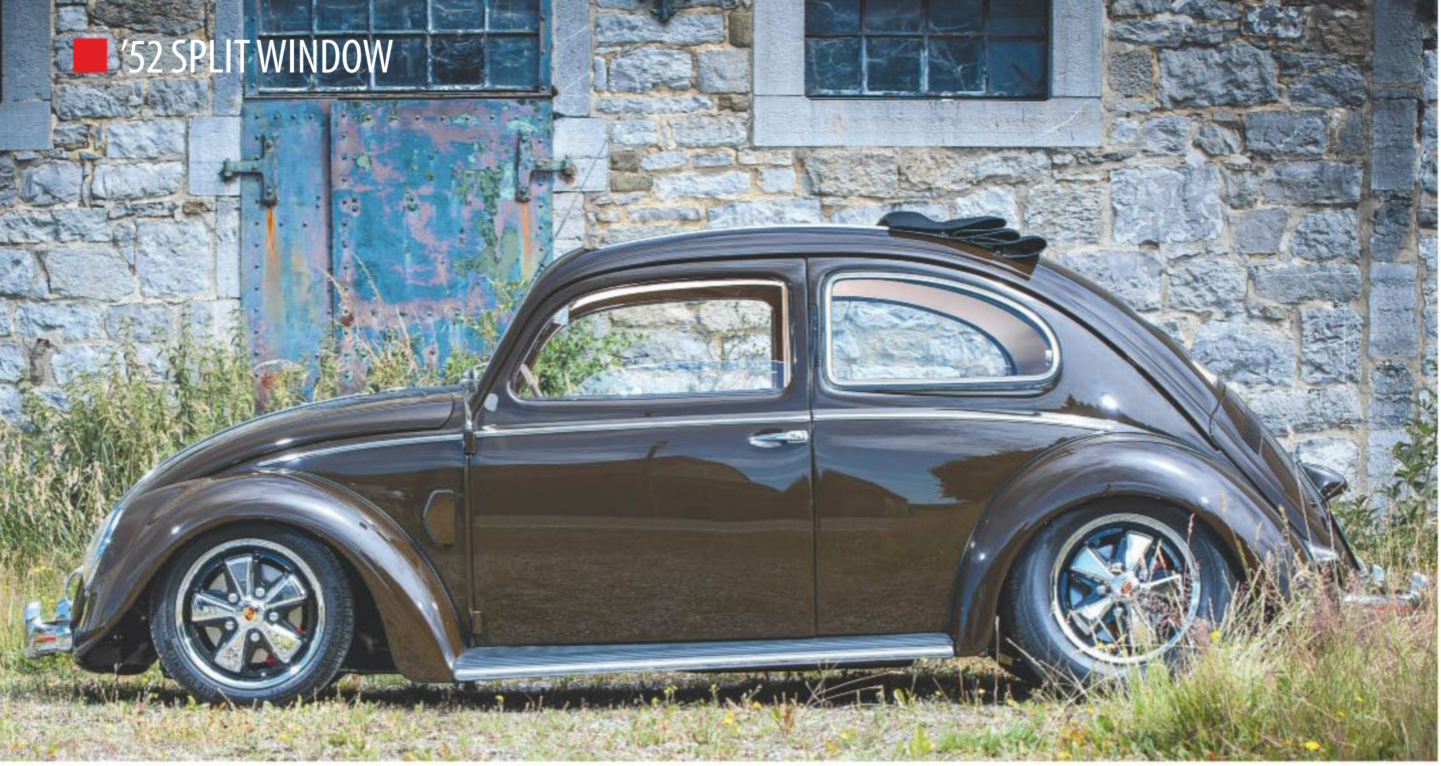
- 2 x brake discs
- 2 x handbrake cables
- 2 x mounting brackets
- 2 x calipers
- 1 x brake pad set
- all hardware

Part No	Price
656VG1000	£438.00

That old Chestnut

At an event like European Bug-In, a show where the 'show' element hasn't yet been drowned by 'patina', it takes a pretty special car to stand out from the crowd, but this car did just that, and then some

Words Mike Pye **Photos** thru-a-lupe photographic



^ For a static dropped car this Split has just about the perfect stance – Sway-A-Ways in a narrowed beam, dropped spindles and 65-series Michelins get the front down, a two-spline rotation does the job at the rear, but fat 205/65 meats give it some nose-down attitude

Sure, we've seen similar Resto Cal Beetles before, we've seen similar Resto Cal Splits, we've even seen similar Chestnut Brown Resto Cal Splits, but there was just something about this car that caused us all to stop and take a closer look when we first came across it at EB-I this year. It belongs to Frenchman Jonathan Garcia, a 41-year-old veteran of the French VW scene. Jonathan's been into VWs since the start of the '90s, buying his first Beetle in 1995 and working through a succession of late models prior to this car. As those of you who have been into the European VW scene as long as Jonathan will know, the French have always had a distinctive style – traditionally stock motored, but with bright colours and graphics very much part of their look. As the world has become a smaller place, metaphorically speaking at least, so the 'French Look' has been diluted and these days there's little or no discernible difference between cars built there, or anywhere else in Europe, or America. However, while the rest of the VW world goes patina crazy, Jonathan has stuck to his roots, which have always been about fully finished, painted show cars. Indeed, his old Resto Cal '69 Beetle was a Top 10 winner at the *Super VW* Nationals in 2003, so it's fair to say he knows what it takes to put a car together that will catch the judges' eye. "I gave that car to my nephew when I decided I wanted a new project. I was looking for a new base without really knowing what model I would start with. I certainly didn't go looking for a Split.

> “Hours of work and miles of welding and grinding”

"But by chance one day I stumbled over this car on the 'net. Karel and Snoopy, two French VW aficionados, discovered it on a trip to Germany to collect an Oval. They posted a blog about their trip on old-droppers.com and that was my first sighting of the Split. For me it was a revelation. I had to have it!" Jonathan recalls. Suffice to say, have it he did, and the '52 was soon loaded on a truck bound for the Touraine. That was in 2005.

One look at the pictures in the build-up box on p42 would have most people running for cover, especially those who know the price of Split Window Beetle parts these days, but not Jonathan, who has the added bonus of being a body and paint man by trade on his side. "When it finally arrived, my first inspection didn't yield any big surprises as I knew the car to be rather incomplete and very worn out and rusty. A number of modifications had been made to keep it roadworthy, with several botched jobs which had spoiled it – for instance, the rear window division bar had been hacked out, the dashboard had lost all its original instrumentation and been replaced by a welded steel plate with a rev counter angled toward the driver. At least the glove compartment on the right had been spared. In short, though, it was the perfect base for my new project."

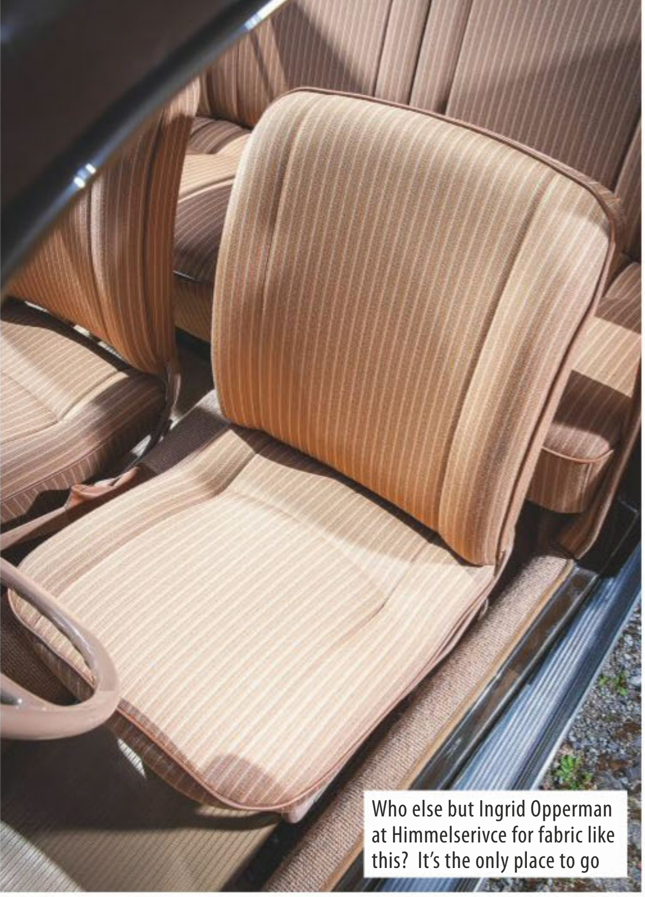
TECH INFO

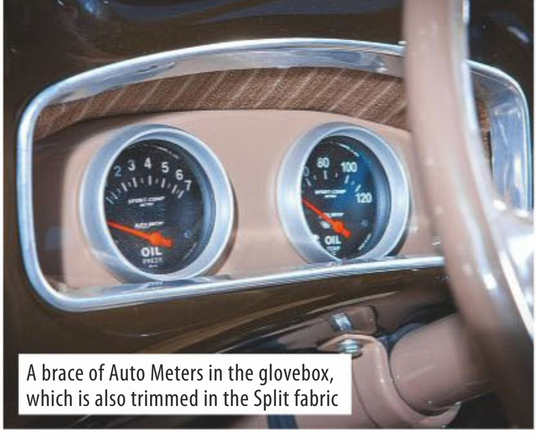
BODY: 1952 Split Window Beetle with Golde sunroof section and homemade Cabiolet decklid; repainted in L73 Chestnut Brown **ENGINE:** 1600 twin port; lightened and balanced; c/w crank; Engle 110 cam; ported 040 heads; CB manifolds; dual 40IDFs; Bopch 009; Mk3 Golf oil filter; homemade 1 5/8-inch exhaust **INTERIOR:** Stock Export-style re-trim; Auto Meter gauges **SUSPENSION:** homemade 8cm narrowed beam; dropped spindles; CB disc brakes

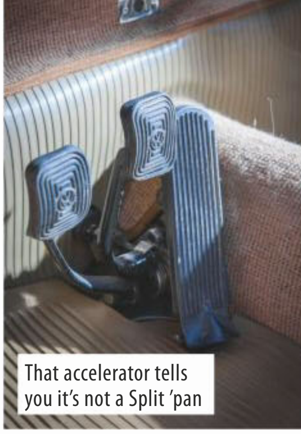
Fortunate break

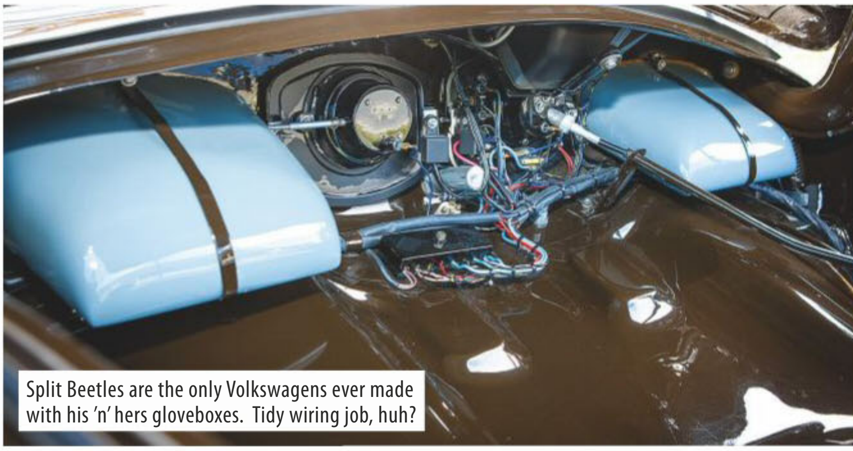
One fortunate break came when another friend, Fabrice Brunel, entrusted his own 1952 Split Window Beetle to Jonathan for restoration work. "Fabrice's car was in a much better state than mine, and this enabled me to reproduce numerous body parts from scratch, or to use reproduction parts for more recent Beetle models that I then re-modelled to look like the 1952 parts as the objective was to restore the body exactly to stock."

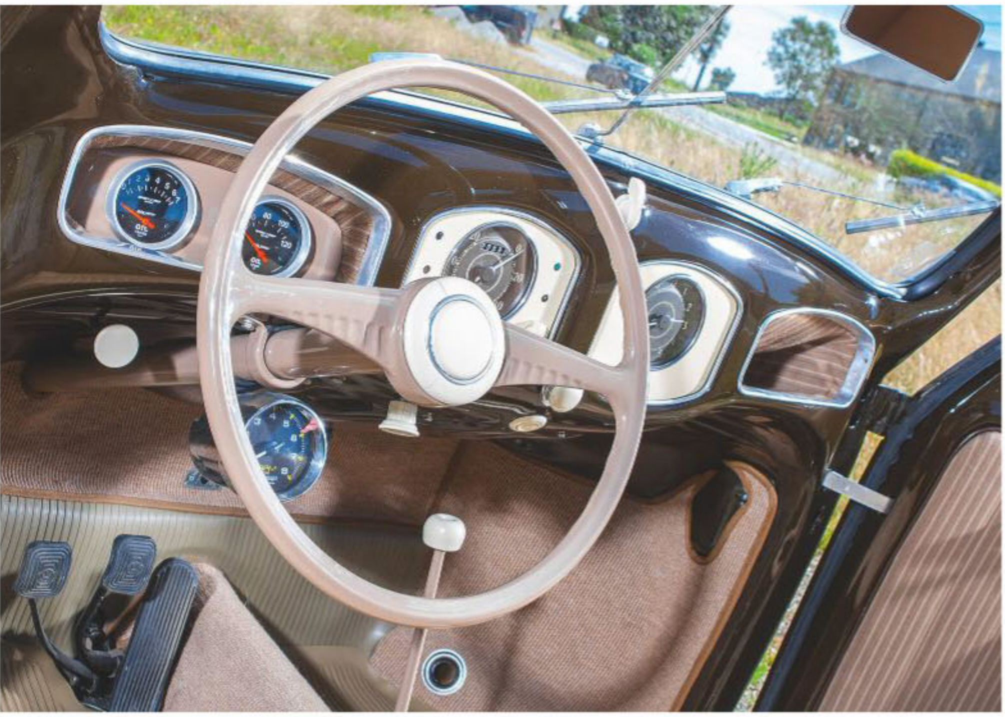
These days, of course, it's possible to buy correct reproduction Split Beetle wings, heater channels, battery tray panels and other parts that Jonathan needed, but these simply didn't exist a decade ago, so he had to use his ingenuity to create the parts he needed from a combination of original bits, repro bits and good old flat sheet steel. As such, the doors, bonnet, decklid and all four wings were painstakingly reconstructed. The only modification being made along the way was to let a pair of air intakes into the decklid to give it the look of a Karmann Cabriolet version. Oh, and the small matter of installing a genuine Golde sunroof section that a friend in Germany, Mathias had found for him in Switzerland. Alongside the rest of the work, this would have been a

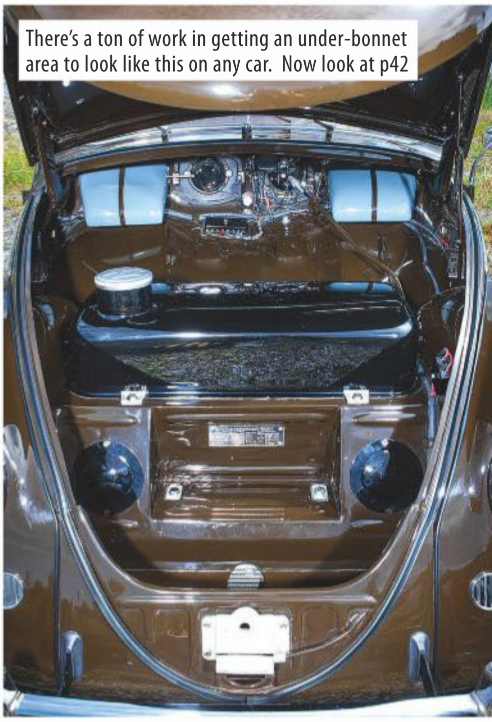

Who else but Ingrid Opperman at Himmelserivce for fabric like this? It's the only place to go

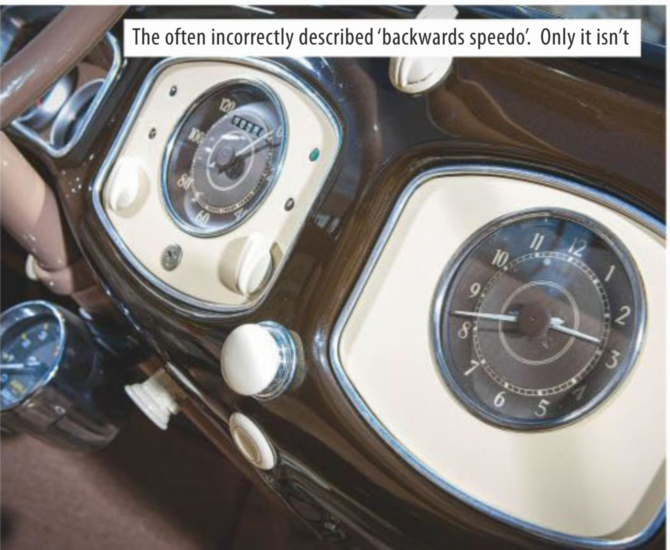

A brace of Auto Meters in the glovebox, which is also trimmed in the Split fabric

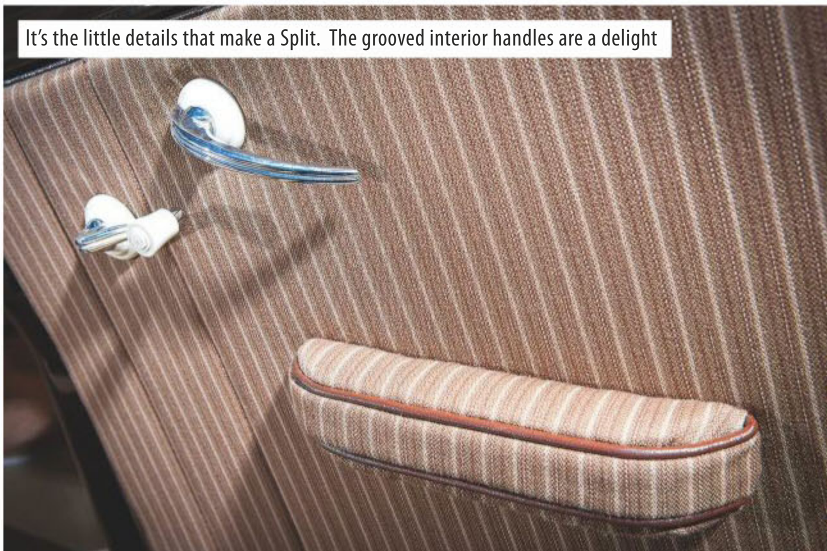

That accelerator tells you it's not a Split 'pan


Split Beetles are the only Volkswagens ever made with his 'n' hers gloveboxes. Tidy wiring job, huh?

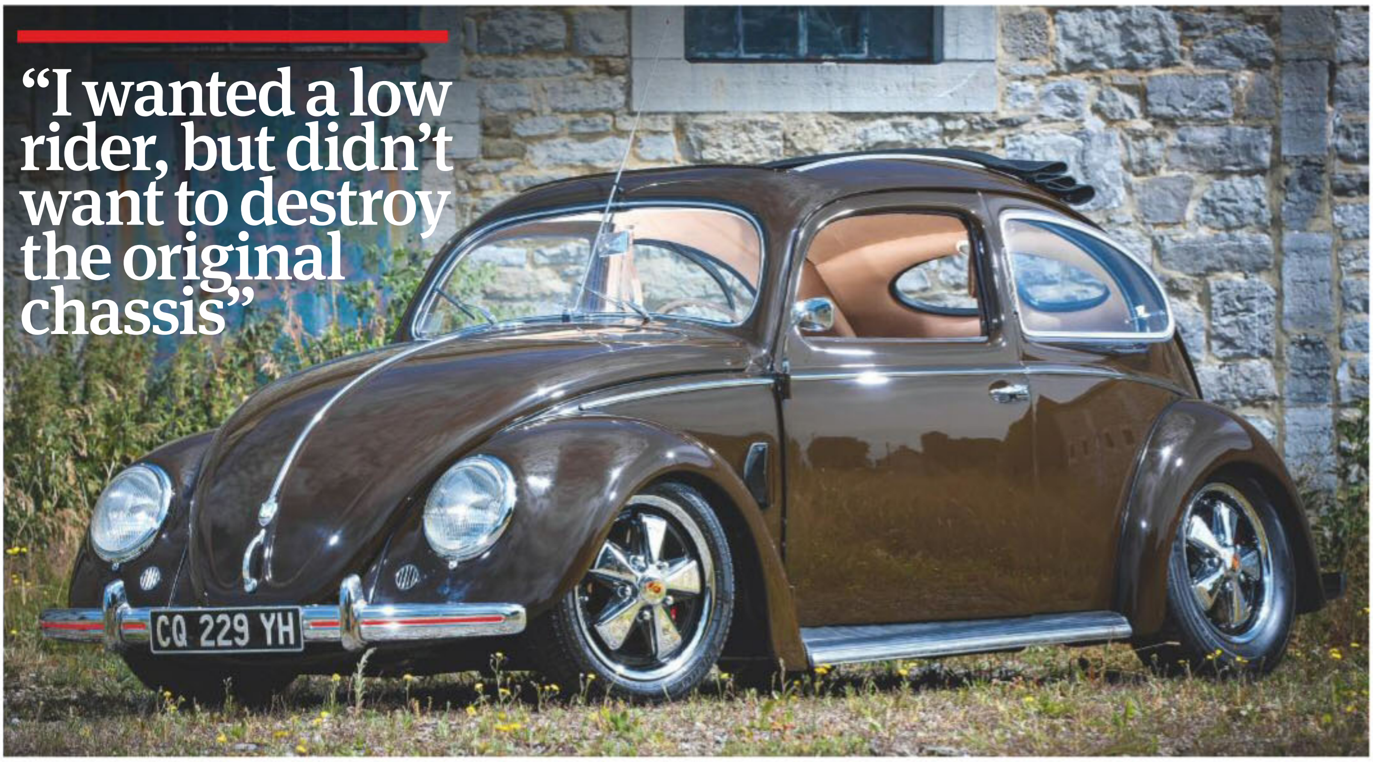



There's a ton of work in getting an under-bonnet area to look like this on any car. Now look at p42

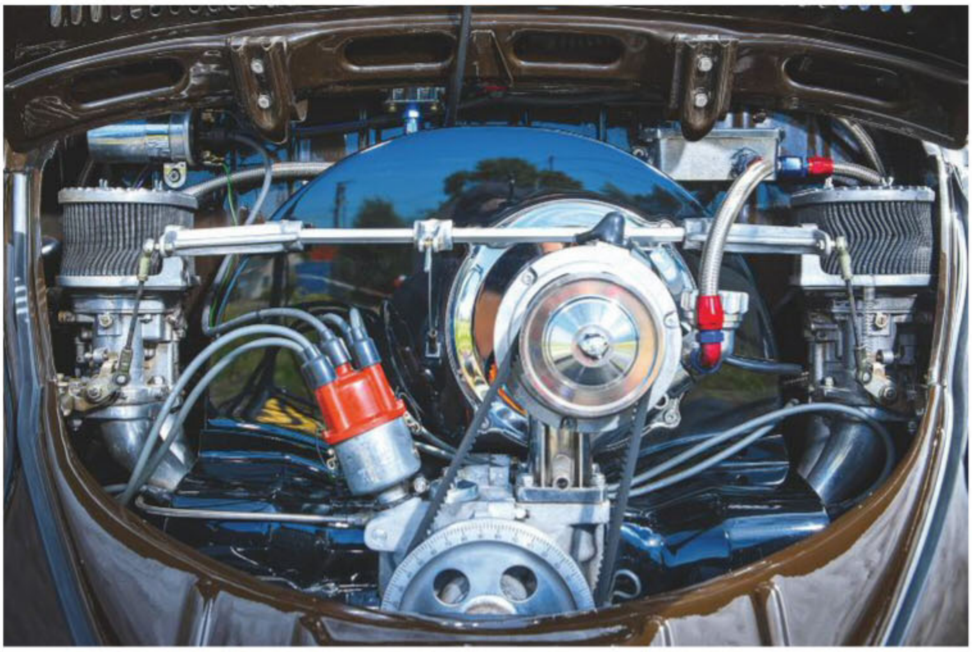

The often incorrectly described 'backwards speedo'. Only it isn't


It's the little details that make a Split. The grooved interior handles are a delight

"I wanted a low rider, but didn't want to destroy the original chassis"



Wheels are chromed Flat4 Fuchs, detailed by Jonathan. Tyres are 145/65s and 205/65s



Nicely detailed 1600 twin port has an Engle 110 cam, mildly ported 040 heads and dual 40IDF Webers

Just take a few moments to look at this interior. Then look around you. Is your home as inviting as this?

walk in the park, though Jonathan remembers it as "hours of work and miles of welding and grinding." On occasion at this point we are tempted to list the body panels that have been replaced but instead here we'll simply quote Jonathan's answer: "All the car." 'Nuff said.

Finally, though, the nigh-on 60-year-old Beetle body was solid again and Jonathan was able to start on the long job of filling, sanding, priming and sanding again, before the time finally came for paint. "When I first saw the Split it was in a sort of EDF blue [you know, the colour of those French electricity company vans] but I discovered the original colour when I removed the rivetted-on ID plate. It turned out to be the L73 Chestnut Brown, so the Beetle has been returned to its original colour." Naturally, Jonathan undertook the paintwork of the car himself, using a single stage direct gloss, before colour sanding it to the finish you see here, which was considered good enough by the judges to win the Best Paint award at this year's EB-I.

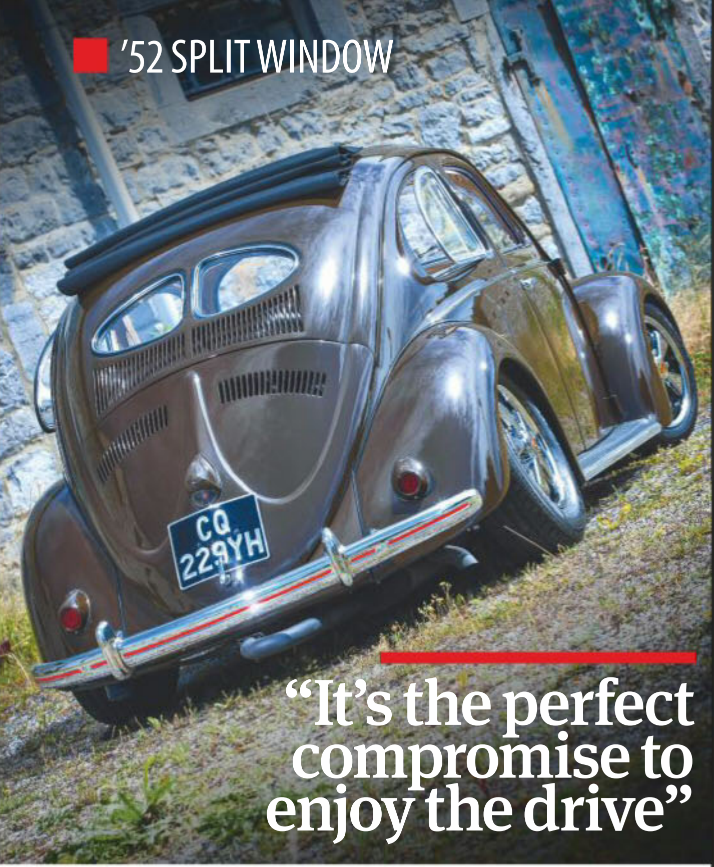
When it came to the mechanical modifications, Jonathan was very clear in his objective: "I wanted a low rider, but didn't want to destroy the original chassis, so I put that to one side, together with the original engine, and found a 1962 chassis on which I was happy to make the changes I wanted." Those included modifying the rear shock absorber mounts so longer rear shocks could be used with the Split Window body (stock 'late' Split rear shocks are significantly shorter than those on later Beetles). The top mounts are now sited behind the inner wings on a bolt-in, triangulated structure.

In the black

The '62 front beam was narrowed 8cm, had Sway-A-Way adjusters fitted and mounting points for a Mercedes oil cooler added, before the whole floorpan and the major bolt-on parts, including the '71-vintage gearbox, were painted in gloss black and then built up to a rolling 'pan with stainless fasteners throughout.

Now, it's one thing doing the metalwork and restoring a Split Window Beetle body, and Jonathan gamefully acknowledges that it didn't cost him anything like as much as it would have done had he paid a company to do it for him, but there's no getting round the fact that assembling the parts needed to turn a bare 'shell into a complete car costs money, and that cost goes up exponentially the older a Beetle is. "I knew there were lots of missing, or incorrect, parts on the car when I bought it, but I didn't realise how long it would take to find all the pieces I needed. They came from all over the world, from as far away as Argentina – some were originals that I then had to restore, others were reproductions. I think I'd still be looking for some now if it wasn't for the internet."

The crowning glory on this car, and the part I



“It’s the perfect compromise to enjoy the drive”

^ Cabriolet-style decklid was custom made by Jonathan, and he fitted the Golde sunroof, too

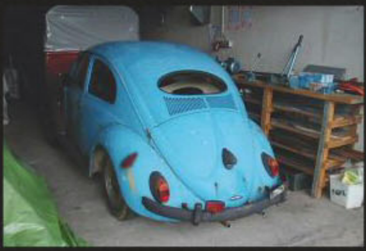
personally was drawn to when I first saw it, is the interior, and it’s the attention to the little details that really make it. For that, a gentlemanly nod of recognition must go to Jérôme Gomez from upholsterers La Guêpe who restored the seat frames, having the original paint colour mixed by special order in powder before having the frames coated in it. He then trimmed the re-padded seats with the correct pattern and colour material obtained from Ingrid Opperman at Himmelservice in Hamburg, Germany (see www.himmelservice.de). For the headlining and beige rubber mats, Jonathan chose those offered by Lenny Copp at West Coast Classic Restoration and bought them via Vintage Autohaus in Amarillo, Texas. The carpets were made by Jonathan using a material as close as he could find to the originals. The overall effect of these disparate parts and services is a beautiful, stock-style interior that looks at one with the rest of the car.

High(er) voltage

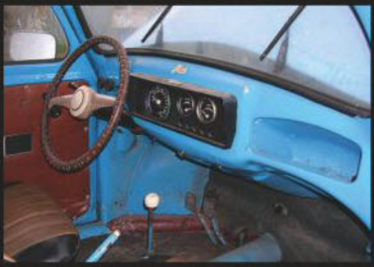
Jonathan asked us to acknowledge the help and thank the many friends who have assisted in some fashion along the way, particularly Nicolas Boisseaux, who assembled a custom wiring loom for the car – 12V of course – and Cédric Vallée, who built the replacement engine for the car. It’s not a race motor, more a sensibly modified cruising motor, retaining its original 1600cc capacity, but now with a lightened flywheel and balanced, counterweighted crank. An Engle 110 cam, a mild port and polish and a pair of 40IDF Webers adds enough pep to rev higher, accelerate noticeably quicker and feel more responsive through the rev range. “I’m really happy with how it goes. It’s the perfect compromise to enjoy the drive,” says Jonathan enthusiastically.

The first road test took place on Christmas Eve 2012, more than six years after Jonathan started the restoration, but it still took a further two years to finish the car to the point we saw it at EB-I and you see it here. There’s no doubt it’s been a long slog, and we’re sure there were times when Jonathan questioned his sanity, and probably wished he’d started with a later, or at least better, car, but now that it’s finished he can look back at a job well done. A job very well done if you ask us. ■

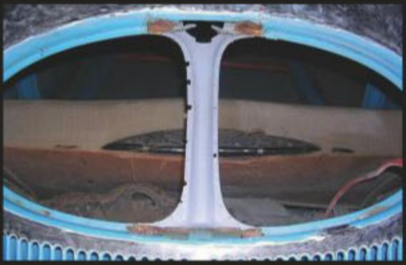
THE METALWORK



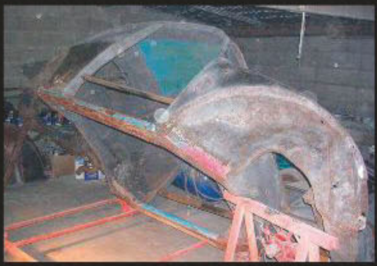
< When is an Oval not an Oval? When it’s a Split of course. There’s a lot of incorrect parts on the car here that have since been replaced, but the worst was still to come



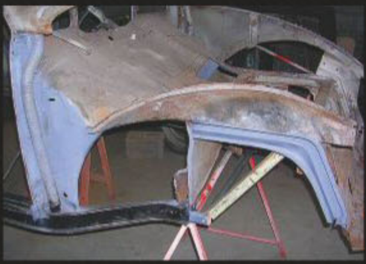
> Dash had been ‘modernised’ with this tasteful addition. What you can’t see is the butchery behind this panel. Honestly, the hole behind had been cut out with a fork and spoon!



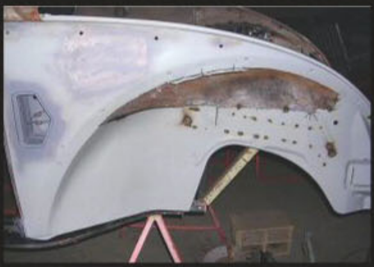
< Remember those kits you could buy to update your Split into an Oval? This car didn’t have one, it just had the division bar hacked out



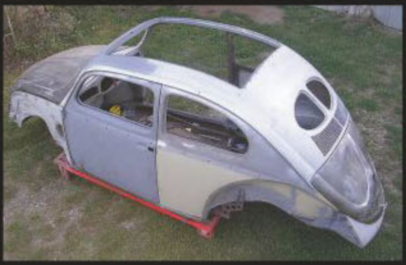
> It’s come a long, long way from here for sure. Things didn’t look too bad until Jonathan started picking the panels apart...



< At least this way he can be sure there’s no rust hidden in the double-skinned areas you can’t see. Note new, late model heater channels which were modified to look more like earlier parts



> There’s a huge amount of work in the front quarters alone. They’re new VW Mexico panels, with the filler hole welded up, the crotch coolers let in, along with sections of the Split inner wings



< The roof was about the only part of the car that wasn’t rusty, so Jonathan cut a huge hole in it and let in an original three-fold sunroof section

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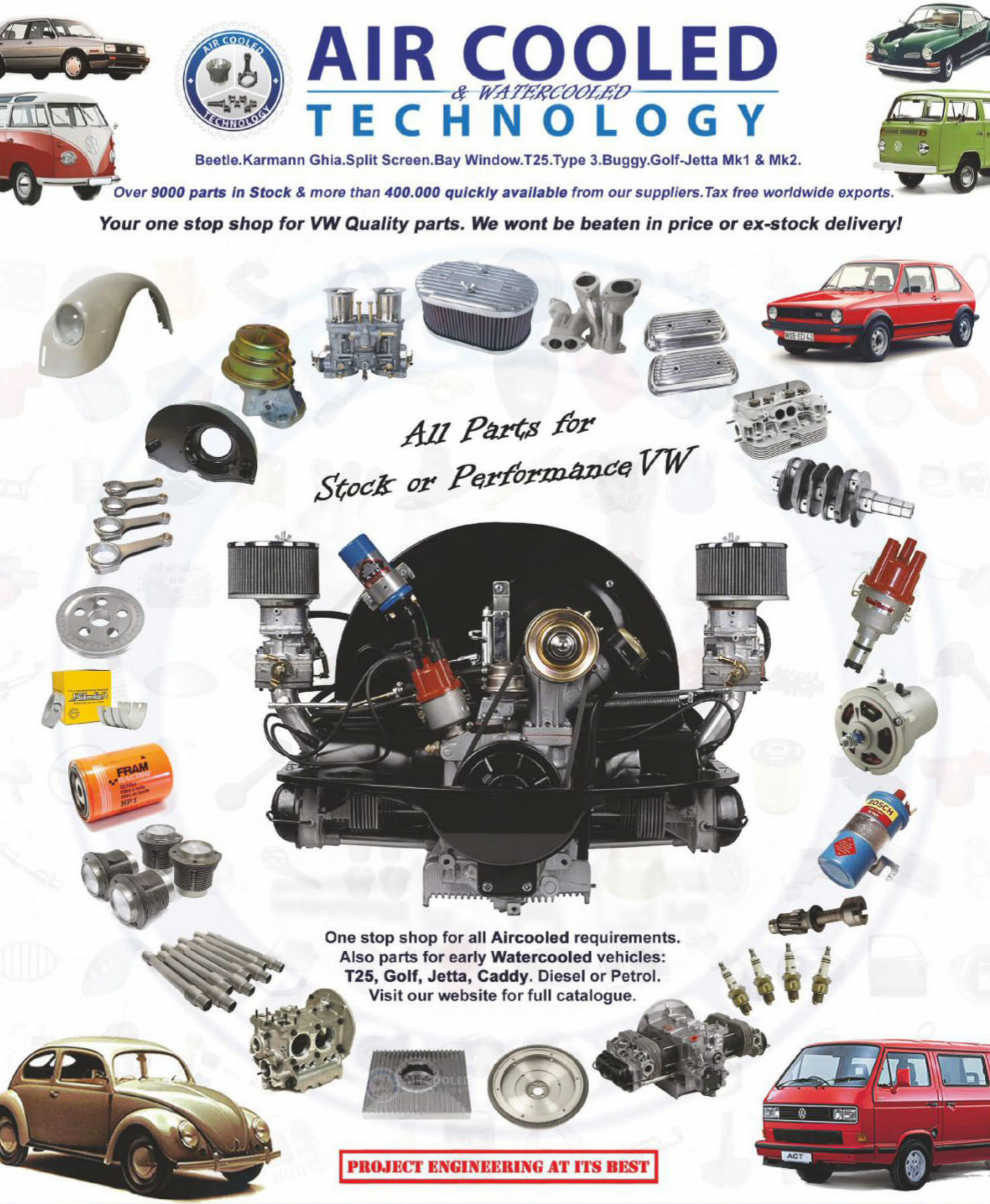
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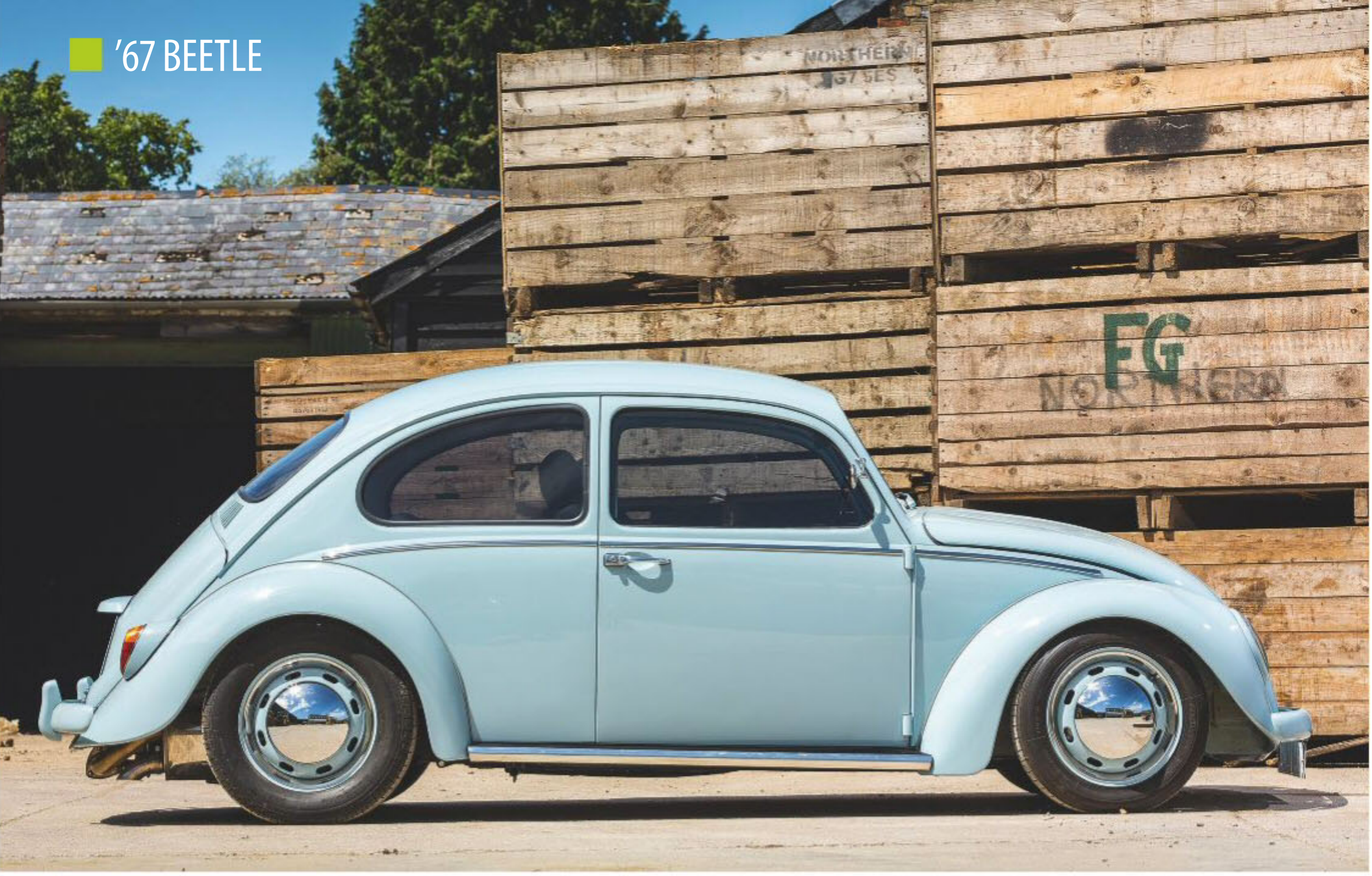
If you think this car looks dated today, then you'd be right, and that's exactly what its owner wanted as all his inspiration comes from the VW scenes of old

Words Ivan McCutcheon **Photos** Dan Pullen

We should get the formalities out of the way right at the beginning, as the owner of this '67 Beetle made it crystal clear he wants to be referred to by his nickname, and wants no mention whatsoever of the one his parents gave him. He's been known as 'Rhino' since he was about 12-years old, and this is how he got his name: "I used to get bullied at school. I was small then, I didn't shoot up in height 'til I left school. I was a late starter. Anyway, one day this much taller, bigger bully was having a go at me so, well, I just got my head down and went for him. I got him right in the plums and he went straight down. He was rolling around the floor and, when the other kids came out of the classroom and asked him what had happened, he said, 'I don't know what happened, it was like I was charged by a Rhino.'" So, as we don't fancy a repeat performance, you'll understand why we agreed to Rhino's request.

Back when he was a nipper, Rhino got into modified cars and had his head down again, this



The nose-down stance and general style is that of a Beetle built in the UK in the mid-'80s. It's a break from the norm today, for sure

time reading the latest issue of *HOT ROD*, *Street Machine* or *Custom Car*. Then in 1981 his view on the automotive world changed forever. "It was the October 1981 issue of *HOT ROD*, and they ran a big feature on Cal Look VWs. I thought to myself, 'yeah, I've gotta get a Beetle!' I went halves on a '66 with a mate and we shared it. We used it for three summers and had a right laugh in it, but then we took it off the road. We planned to convert it into a Wizard Roadster, as they were big back then. We cut the roof off it ready to fit the kit and that's as far as we got. The car then just sat in the garage as we were too busy meeting women, and having fun. The car never did get done, and sat like that for close to 30 years."

> "I wanted the car clean and straight, and like a hot rod"

So what's all this got to do with the 1967 Beetle here? "Well, when the '66 came off the road, I wanted a Beetle to pootle around in. I've never paid more than £500 for a Beetle, and this one cost me exactly that. It was a light blue 1300 and I was the second owner. I was 23 at the time. I ended up crashing it, smashing into a parked Skoda and the front end was left with the imprint of a Skoda wheel. From then on, the Beetle became known as 'Black and Blue.'"

Mangled metal

The problem was that Rhino had real trouble finding the panels he needed to repair the front end. Neither genuine nor pattern inner wings were available but, after weeks of searching, he ended up finding some and cut the mangled metal out and welded the new panels in. The car got a respray and Rhino was back in the game. However, the enjoyment was cut short a few months later when the engine blew up. The '67 went into his parents' garage and, well, stayed there!

Rhino had already bagged himself another '67 by this point to smoke around in and was now getting well into the early 'new wave' VW scene. "I dumped it down and painted it matt black with white scallops on the front," he recalls. He then went on to explain how he went to the second Bug Jam and was "a big fan of El Ritchie." That's Richard King to those who don't already know, and Rhino made regular runs from Hertfordshire to the VW parts shop Richard ran, The German Car Company, in Southend.

Pulled by the police

Eventually, the '67 1500 was deemed unfit for the road with a monster MoT failure sheet. So, Rhino parked it up and moved on to a Golf GTi. He was quick to point out he "got pulled up by the police every other day," but went on to say, "Well, I was at that age…" The ratty '67 was stripped down and the parts worth hanging on to were stored away. And then, well, nothing much happened for nigh-on 25 years. Rhino's life carried on, but the blue '67 just sat there in the garage. It was only as his 50th birthday started to loom on the horizon that he got the motivation needed to put all of those ideas and tricks he'd always wanted into a car.

Although the clock was ticking, don't think Rhino was in a hurry as, before anything, he wanted to find the right person to do the work. "I visited two, three, no, four different specialists before I found Dean Jones at Classic Car Revivals (CCR) in Baldock (www.classiccarrevivals.co.uk). He was the most positive and seemed the most adaptive to my ideas and quirks." We should warn those who are into the current rage for patina and the Resto Cal crew that Rhino isn't a fan of either. He's a full on, head strong fan of Cal Look, as it was laid down in that October '81 feature. "I can't stand the way everyone has gone away from what

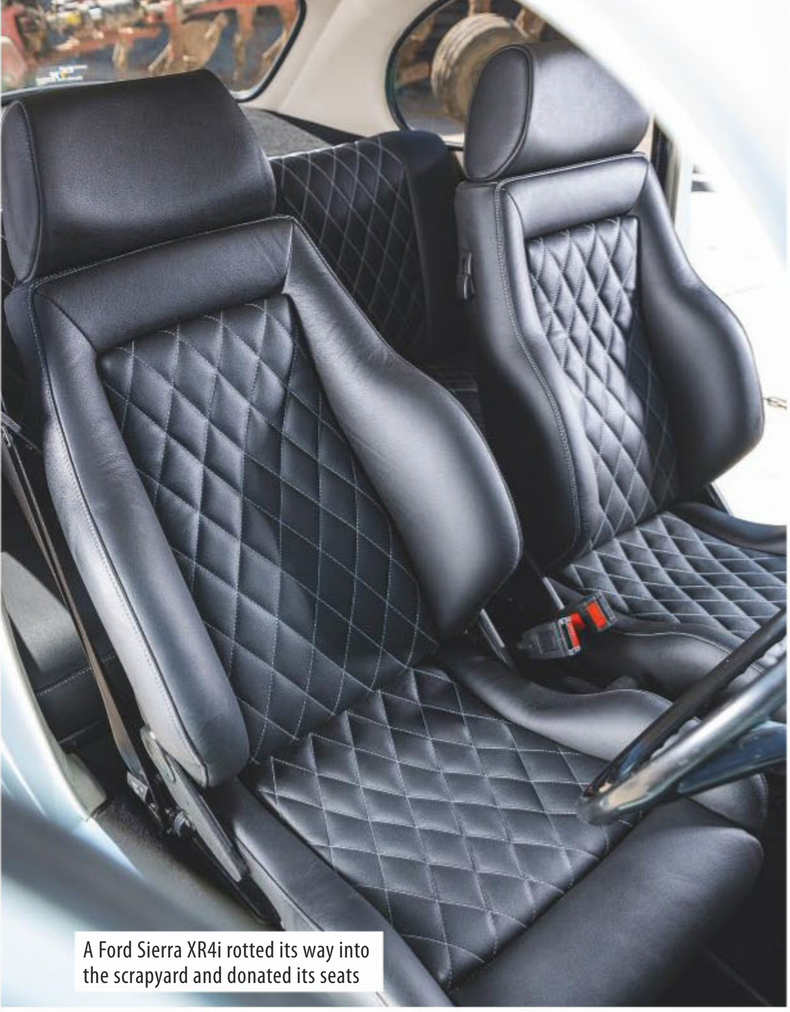
TECH INFO

BODY: 1967 Beetle; one-piece windows; wide side trim; colour-coded bumpers

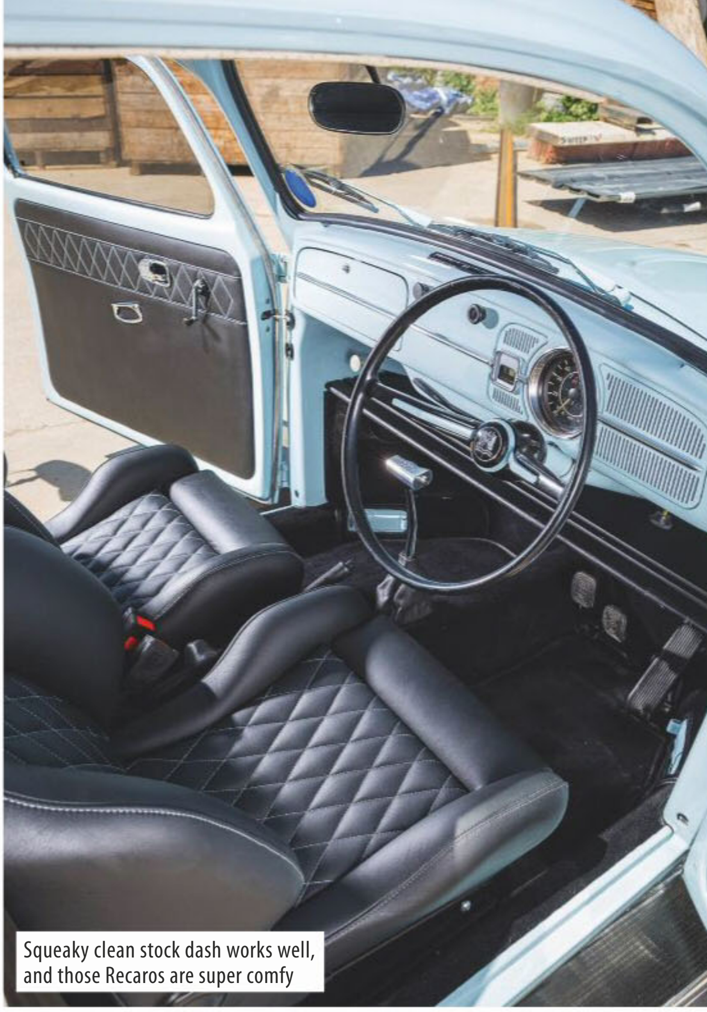
ENGINE: 2276cc MOFOCO Outlaw Street, (82 x 94); chromoly I-beam rods; Engle W120; ported 050 cylinder heads; 40DRLA Dell' Orto carbs

INTERIOR: Ford XR4i Recaros re-trimmed in black leather with light blue diamond-pattern stitching

WHEELS AND TYRES: Stock wheels painted body colour and fitted with Baby Moon hubcaps; 125 x 15 Michelin ZX front; 165 x 15 Woosung rear

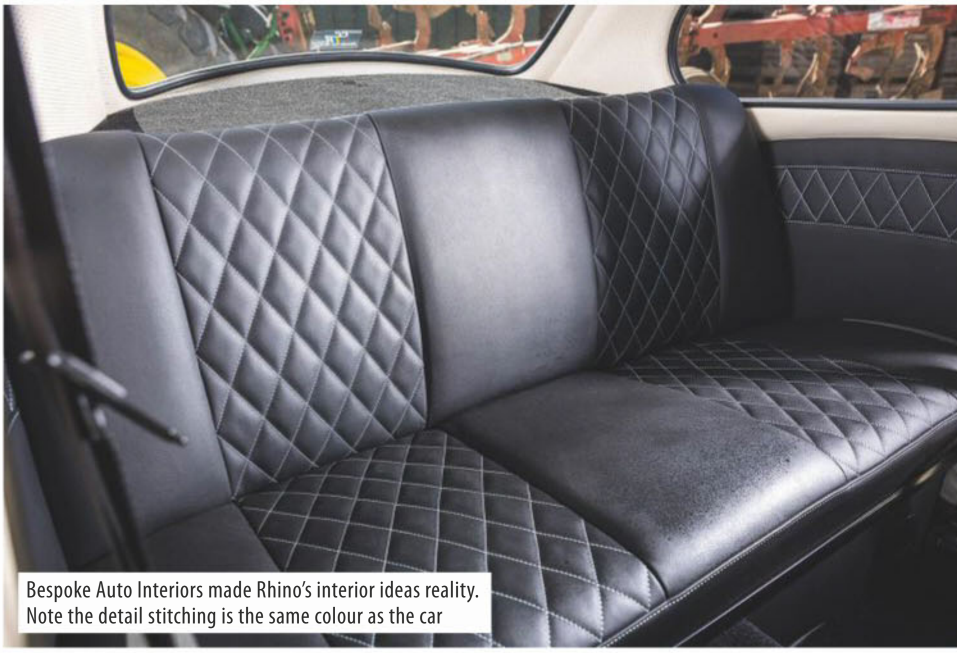


A Ford Sierra XR4i rotted its way into the scrapyard and donated its seats

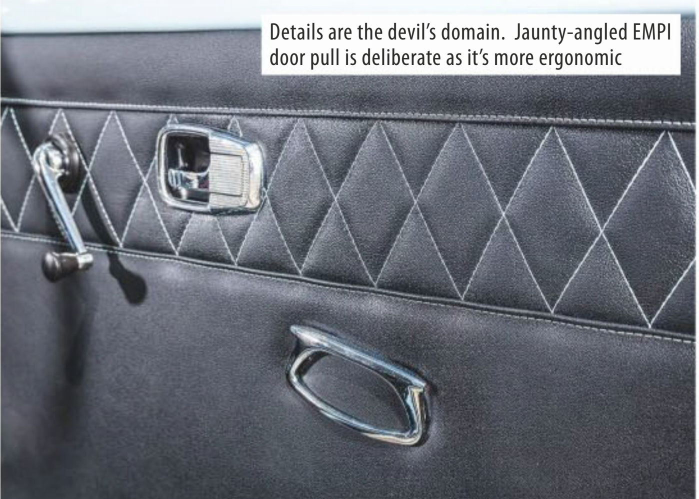


Squeaky clean stock dash works well, and those Recaros are super comfy

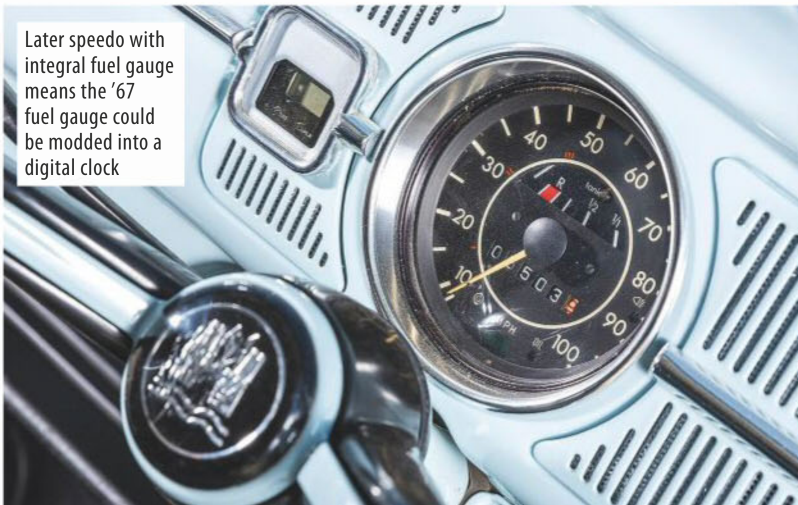
It's taken Rhino 34 years to realise his dream VW and he's over the moon with it now it's finally arrived



Bespoke Auto Interiors made Rhino's interior ideas reality. Note the detail stitching is the same colour as the car



Details are the devil's domain. Jaunty-angled EMPI door pull is deliberate as it's more ergonomic



Later speedo with integral fuel gauge means the '67 fuel gauge could be modded into a digital clock

I thought Cal Look was – simple, clean style! To me, Cal Look is straightforward – less is more. So I told Dean I wanted the car clean and straight, and like a hot rod."

To complete the restoration in time for Rhino's birthday, CCR had just seven months. Dean: "Initially, it was just a few small bits of metalwork to do, some Back to '89-style mods and an external repaint." After they got cracking, they were pleasantly surprised how solid the '67 was. It still had the original bumper mounts, heater channels and so on, although obviously it had had the front inner wings replaced with later ones after that shunt we mentioned earlier.

Back to '89-style

"We had to do a few small repairs to the original heater channels and rear crossmembers, along with the front bulkhead," Dean continues. "A replacement long bonnet was then modified to have no exterior handle, the rear bumper was replaced with a front bumper to bring it closer to the body and the rear overriders were capped off and all mounting bolt holes welded up. Oh, and we smoothed the headlight lenses, too." This latter mod was one of Rhino's ideas – he wanted the fixing tabs at the base of the headlight rims deleted and the rims and bowls to be colour coded. He also insisted the wing-top indicator units be shaved, on the subject of which he commented: "I hate that stuff. Why the hell would anyone want indicators on the top of their wings?"

The quarterlights were also binned, in favour of cleaner looking one-piece windows.

Fitting the windows back in was a long way off though, and the deadline was fast approaching. Nevertheless, CCR decided to get the body and floorpan media blasted and the latter powder coated, along with many of the suspension parts. When the body came back from the blasters, it was apparent the boot floor was wafer thin, so they replaced the entire panel and the rear body mounts as they also showed signs of corrosion where they are double skinned. The 'small bits of metalwork' was fast evolving into a full bare metal resto!

Once the body was painted, they set about colour coding all the little bits Rhino had requested. Dean: "It's amazing how long it takes to prep, prime, paint and polish all the bits, but we got there in the end,"

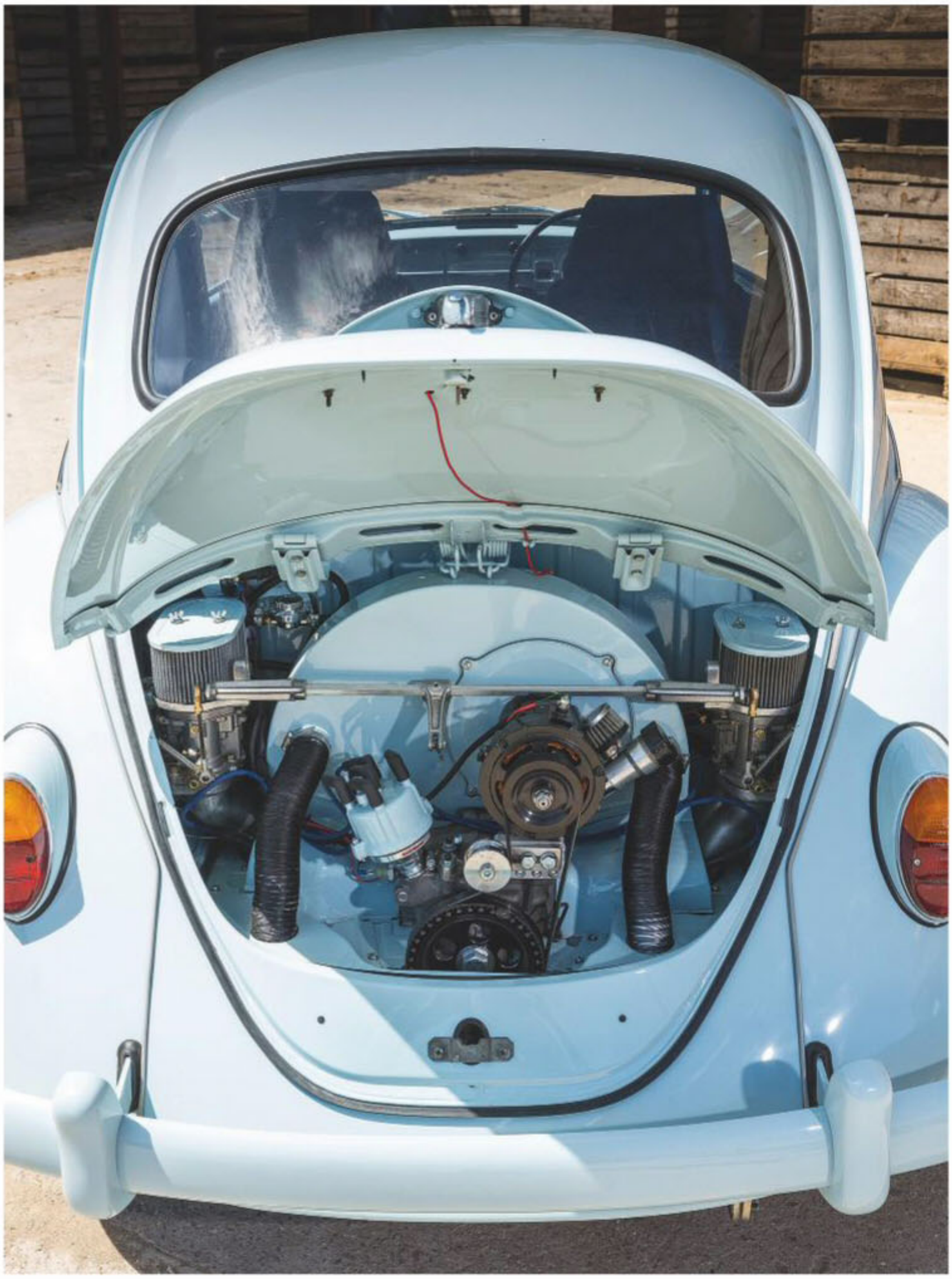
If it wasn't for the Custom & Speed Parts Sidewinder exhaust, this photo could have been taken in the mid-'80s

“This is a car that has a foot firmly planted in the past”

A bit of a beast

The running gear was basically swapped for bits from the stash of parts Rhino had stored away. “I’d bought stupid amounts of kit over the years. Dean is the type of bloke who encourages you to take things one or two steps further. I was planning on a 1776cc engine in the back, but we talked and I thought, let’s get a bit of a beast in there. I spoke to MOFOCO in Milwaukee and ordered one of their Outlaw Street 2276cc engines.” This decision was one that would mean the deadline had no chance of being met, as the motor took a little longer than anticipated to arrive. The CCR team had to modify a CSP Sidewinder exhaust to clear the rear disc brake kit they’d fitted.

The interior was passed over to Bespoke Auto Interiors of Polluxhill, Bedfordshire (www.bespokeautointeriors.co.uk). Rhino had picked up a pair of Ford Sierra XR4i Recaros for £100 some time in the ’90s and these were fitted in the Beetle. His ideas for the new look of the interior, and the colours used, came from custom car mags. We reckon the interior really suits the car well. This is car that has a foot firmly planted in the past, but is also a something that stands out from the slammed and narrowed look that is so popular today. ■



Under the bonnet, Dean Jones colour coded the fuel tank and wiring cover

2165cc motor features colour-coded tinware and dizzy cap, with a black alternator. The car is known as Black ’n’ Blue after all

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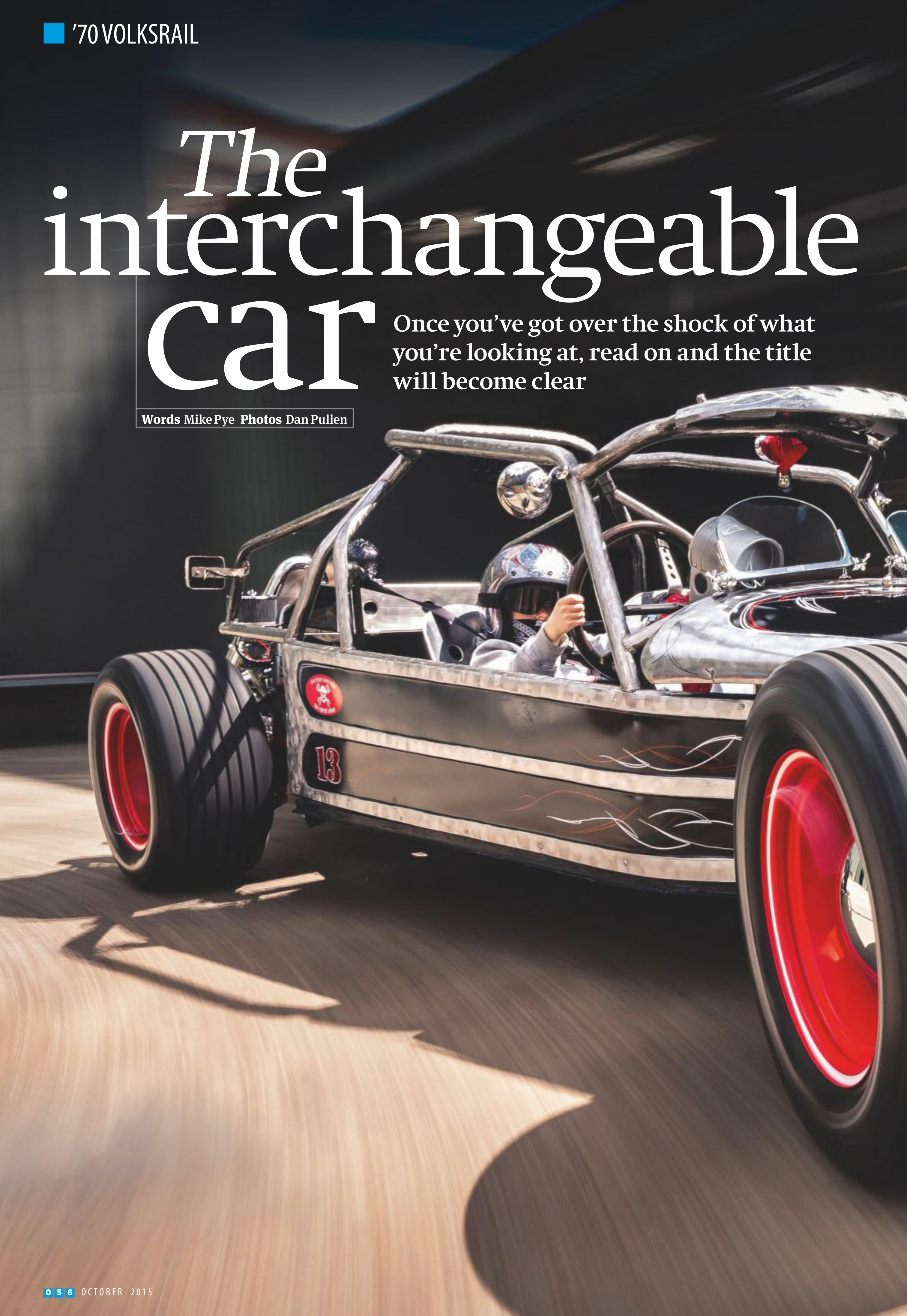
The interchangeable car

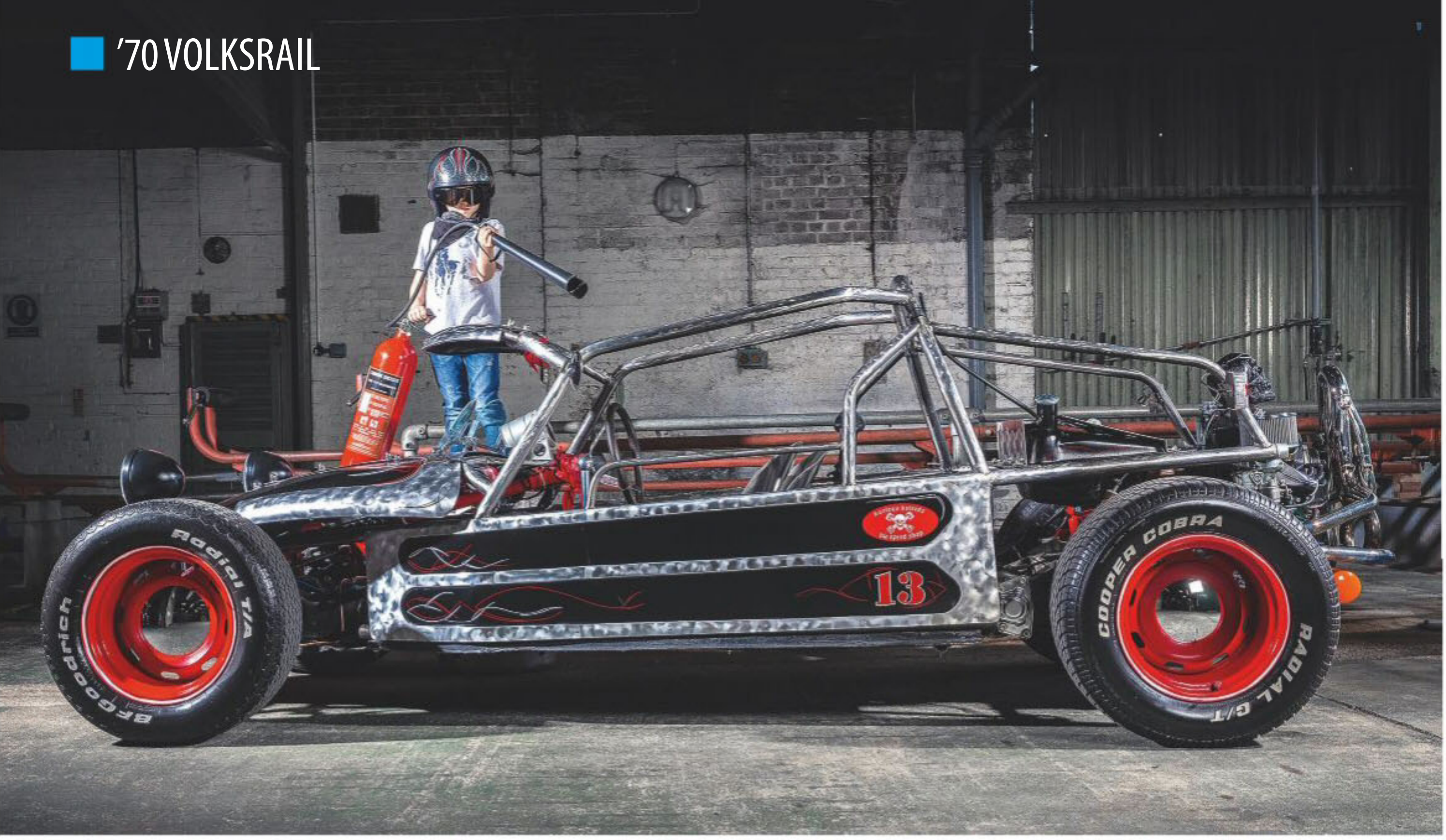
Once you've got over the shock of what you're looking at, read on and the title will become clear

Words Mike Pye **Photos** Dan Pullen



"You don't build a crazy car like mine if you're normal, do you?" Not my words, but those of the owner and builder of this unique, VW-based creation. Before I put the call in to Chris Allen, I was wondering what sort of person builds a car like this but, less than a minute into our conversation, I knew exactly how this car had come about. Let's just say Chris is, er, enthusiastic. He's a Yorkshireman by birth, but has lived in Hertfordshire for the past 19 years and runs a very busy pub / restaurant that he's clearly very proud of. He speaks at 100mph, barely stops for a breath, and sounds like the kind of guy who can hold his own in most situations. It's supposedly true of all modified cars, but there's no doubt this car is an extension of his vibrant, exuberant, loud personality.

When the pictures of this car came in with an entry for this year's *VolksWorld* Show, we all looked at it, then looked at each other, grinned and said, pretty much simultaneously, "We've got to have that there, haven't we?" Quite simply, it stood out. Chris is the first to admit it's a love it or hate it car, but reckons the overwhelming response is positive. "It's brilliant to go to Tesco's in!" he exclaims. "I have people just standing there, pointing at it, going 'Oh my god...'" And it's pretty clear he thrives on creating just that sort of reaction, wherever he goes. "It's got to be one of the maddest things you've seen, right?" He asks of me, following it up almost immediately with, "It's one of the maddest things out there, isn't it?!" His enthusiasm for his creation is infectious and, in a world of ever more impressive restorations and traditionally modified VWs, this one-off creation is a breath of fresh air.



The 10-inch stretch in the wheelbase from using a Volks Rod-style beam extender really emphasises the extreme nature of this on-road rail

"I run a busy pub, a really busy pub, work seven days a week and have a young family, so I don't have a lot of spare time, but I always have to have something on the go or I'll go mad," continues Chris. With six Buggy builds under his belt in five years, he's obviously not a man to sit with his feet up. "I sold the last one and said to my wife [Letitia] that's it, I'm not going to build another one. But then, about a week later, I was itching to build something else."

That 'something else' came to Chris when he spotted a rusty old sand rail project at his mate, Paul Hurley's, workshop. "The frame was built by Mark's Dream Shack in Southampton and is the strongest frame I've ever come across. He's a very knowledgeable man, and it's proper good," he enthuses. In the style of 100mph Chris, about 30 seconds after it landed in his garage, he got stuck into it, intent on adding some texture to the bare steel. "I just did a random mad thing in the garage behind my pub for seven months," he laughs.

> "I just did a random mad thing in the garage behind my pub"

With spikes

Asked if there was any particular car, or outside influence, that inspired him, Chris was immediate in his response: "There was a picture on the internet of a short wheelbase rail with a Beetle bonnet with spikes on it. No one I've spoken to knows who built it, and I've never seen another picture of it, but it just went from there.

"To be honest, I couldn't make my mind up between a Volksrod and another Buggy, so I built this, which is somewhere in between – a Volksrail, that's what it is." Going back a bit further into Paul's past – with obvious trepidation on my behalf – he recalled there was one thing that started the whole project off. "My good friend Gordon Newell gave me the steering wheel. I just loved the holes, and the patina, it had. That's what started me off with the holes in everything."

There's more than a hint of the ever more outlandish *Mad Max* dynasty in the build as well, which is reflected in Chris' choice of name for the car, The Fury. From there, it was just down to sourcing the rest of the parts that make the whole - for the time being at least as I get the distinct feeling this is anything but the finished thing. "I'm making it an interchangeable car you see, so I've got two different sets of wheels for it, I've changed the exhaust already for one with two machine guns and I'm going to have different bonnets for it – it's easy to change, it's just four bolts. I might even make a roof out of another Beetle bonnet and it'll be on hydraulics so it can lift up to get in and out of the car, but that's just an idea at the minute…" Clearly, Chris' creative mind works even faster than his mouth.

TECH INFO

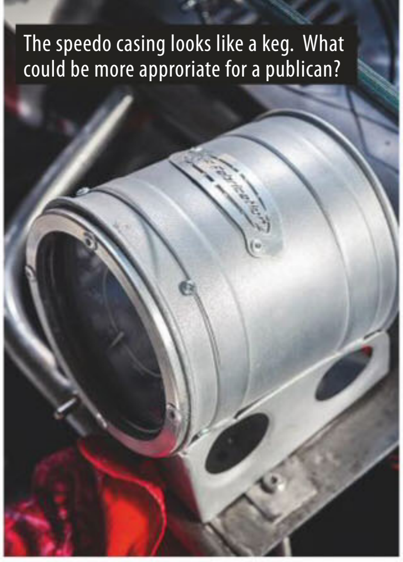
BODY: Mark's Dream Shack off-road rail; JaF Fab side panels; Beetle bonnet
ENGINE: 1600 twin port; dual 40mm Kadrons; Pertronix ignition; Buggy exhaust
INTERIOR: JaF Fab ali bucket seats and foot rest; Bug-Tech shifter; Escort RS1600 steering wheel
CHASSIS: Stock '70 Beetle; 10-inch beam extender
WHEELS AND TYRES: 8 and 10 x 15 banded VW steels; 265/50 and 295/50 tyres

As our conversation progressed, I kept getting flashbacks to that bit in *Trainspotting* when Spud goes for a job interview. That's what it was like, bouncing around here, there and everywhere, and I didn't stop laughing the whole time. "I saw the plastic skull in TK Maxx for £7 and thought 'I'm having that'. When I drilled it, the eyes popped out, so I had to stick them back in, then it cracked, so I had to fibreglass it back together before I painted it. Hence the brake light was born.

"And this is a great story. My pub's got a conservatory on it, and when I was getting the pinstriping done, I'd got this guy over from Cambridge, Mackie (see cambridgepinstriping.wix.com/mackie). I'd painted and prepared all the bits I wanted him to stripe and had it all set up in the conservatory on a busy Saturday when the pub was full of people, hammered. People kept asking what was going on in there and I'd tell them I'm building a car. They didn't believe me, but you should have seen their faces when I walked through the pub with the freshly striped bonnet!"

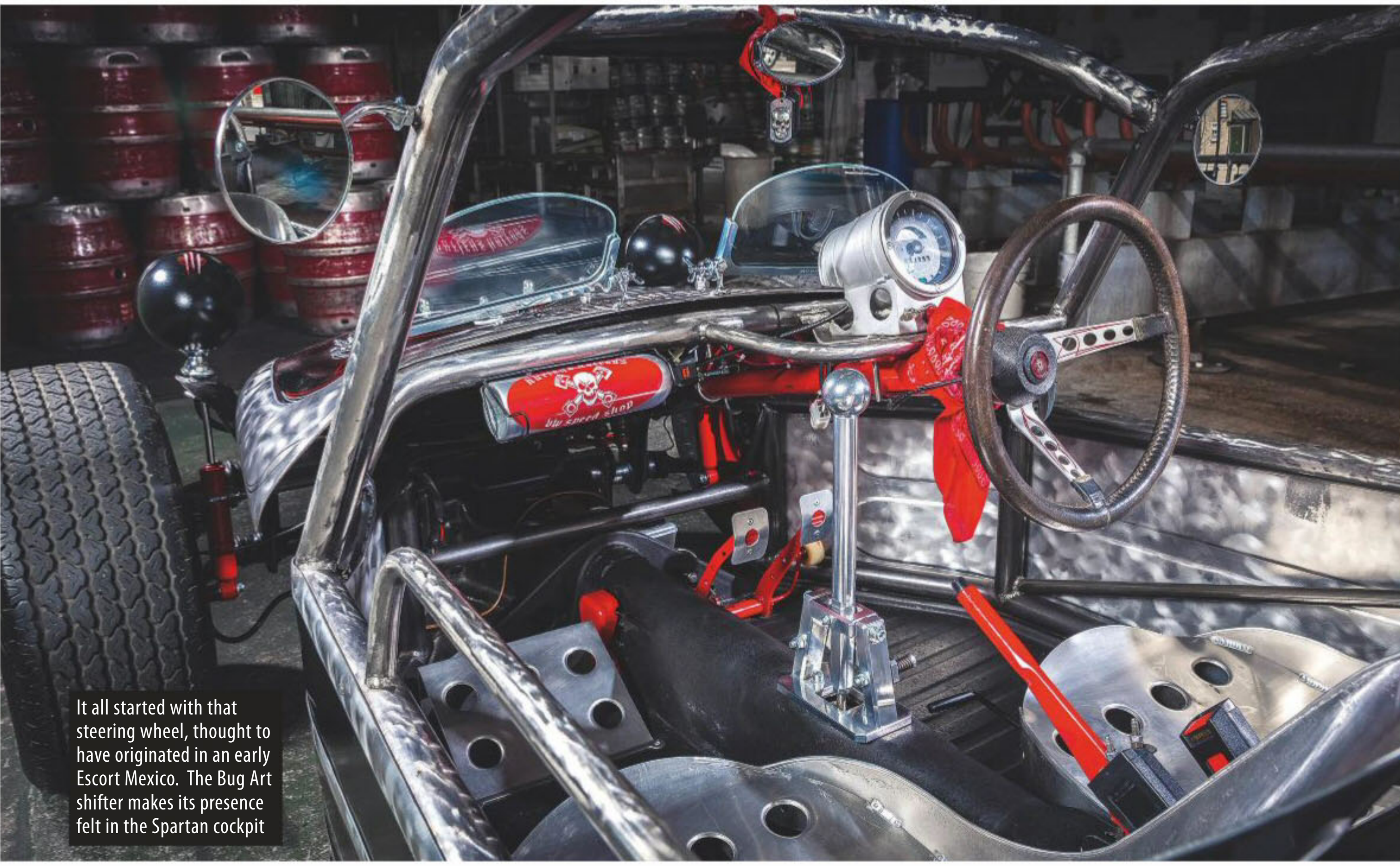
And suddenly we were off on another tangent. "I don't really like the tail lights. They're LEDs, and they're bright, but I'm

BFG Radial T/As – your classic aftermarket muscle car tyre. The T/A, incidentally, stands for Traction Advantage



The speedo casing looks like a keg. What could be more approriate for a publican?

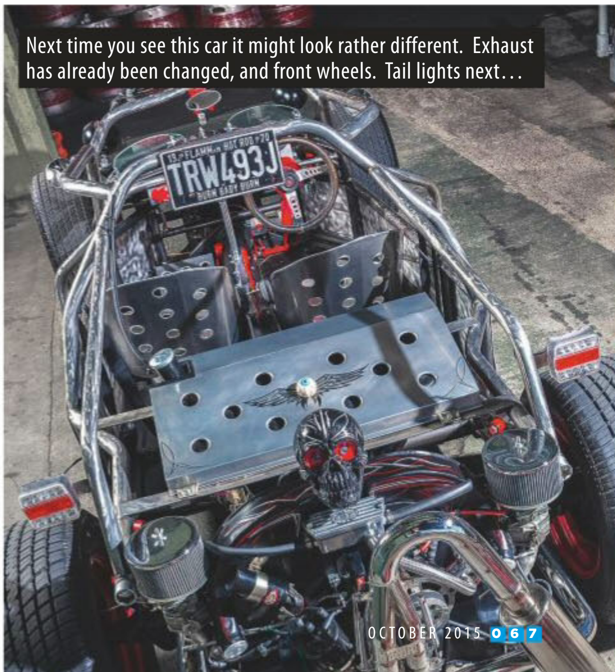
A £7 skull from TK Maxx was re-purposed into the brake light. Inspired!



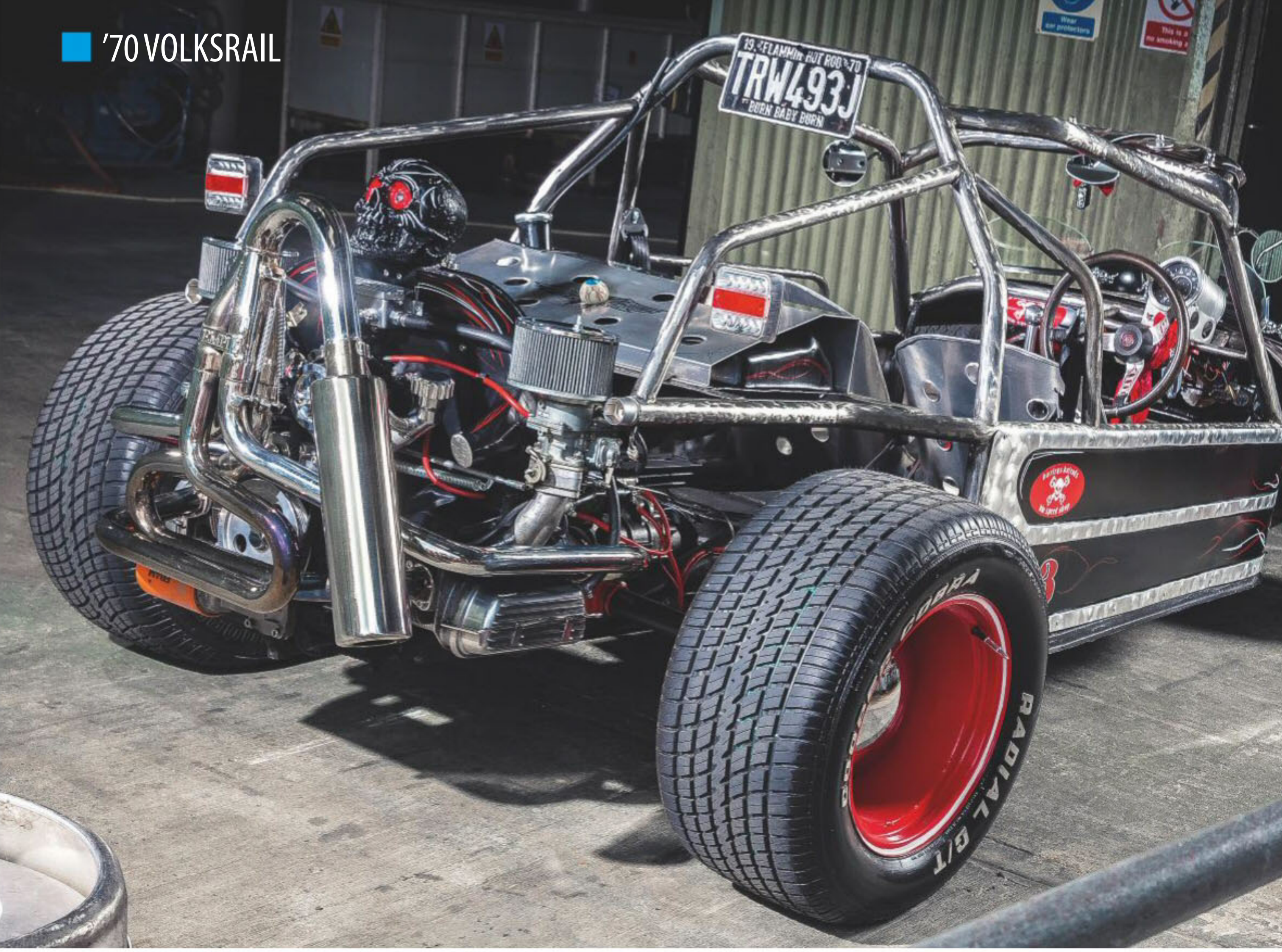
It all started with that steering wheel, thought to have originated in an early Escort Mexico. The Bug Art shifter makes its presence felt in the Spartan cockpit

Pinstriping is by Mackie. Chris plans to have various different bonnets to alter the car's look

That's Chris on the left and Kai on the right, between then they're Team Fury



Next time you see this car it might look rather different. Exhaust has already been changed, and front wheels. Tail lights next…



^ So, you need to pop to the shops to grab a pint of milk and a paper. Would you rather blend in in the boring family car or stand out in this mental creation? No prizes for guessing Chris' answer, every time

going to change them to tear drops as they're more in keeping with where I'm going. Oh, and I'm going to build a roof for the car. Did I mention that already? That's just a thought at the moment…"

Then we were back on the pinstriping again. "I've had some new helmets done – proper steam punk they are – with iridium visors, Von Dutch flying eyeballs, wings and number 13s on the back with me and Kai's names on them. We're Team Fury. That's how mad I am!"

In between his staccato bursts of machine gun delivery, I managed to fire a few questions across Chris' bows and elicited the fact it's a 1970 Beetle 'pan underneath with a 10-inch beam extender but otherwise stock running gear, though it'll be getting discs in the future to help it stop more effectively when people jump out in front to take pictures, which apparently is a common occurrence. With a rebuilt 1600cc twin port with dual Kadrons, Chris says it runs like a dream. Quick too, with so little weight to push around.

"People jump out in front to take pictures"

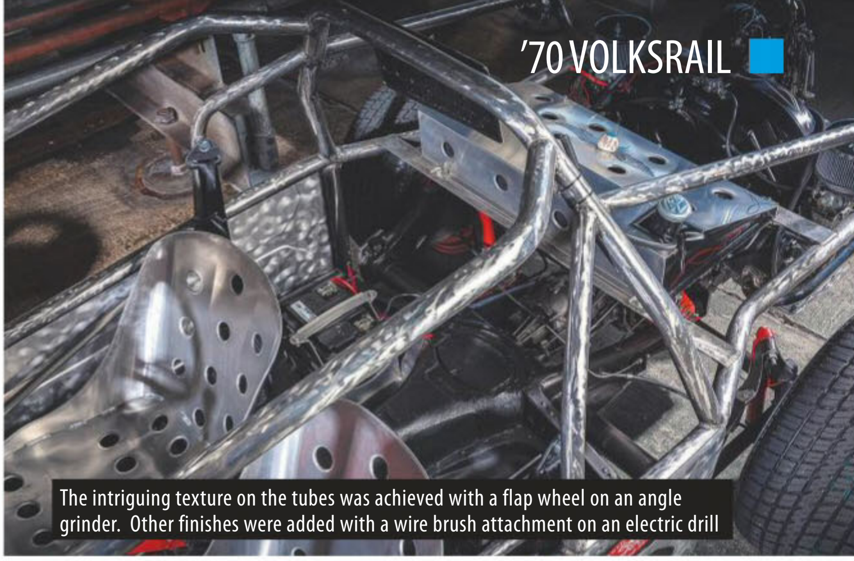
Skinny skins

In the pictures, the wheels are 8 and 10-inch banded VW steels, also bought off Paul Hurley, with 265 and 295/50-15 raised white letter tyres, though recently Chris has been sporting around with a set of stock Beetle wheels on the front with skinny 155 Firestone skins. "I think I prefer it like that, it looks proper hot rod with them on, and it's a lot easier on the steering, too. I like to be able to change things around, that's what the car's all about. There's not much professionalism gone into it."

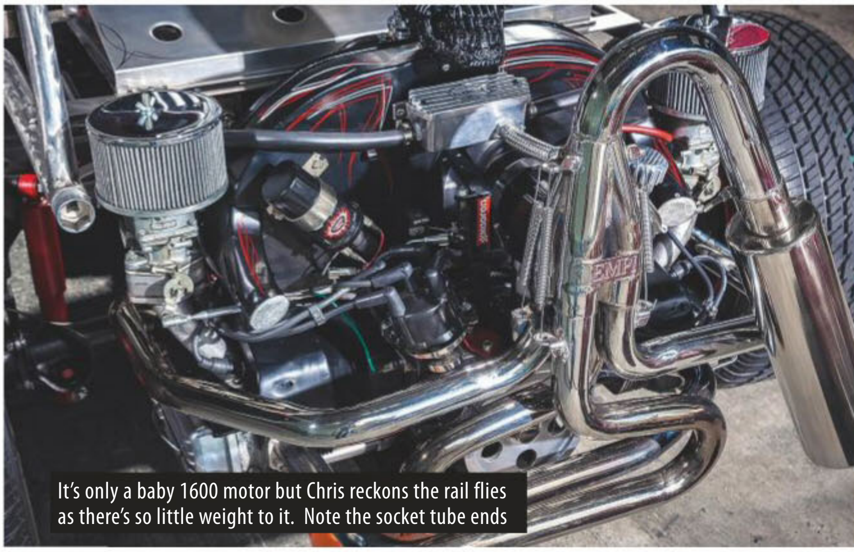
While I understand what Chris means, that last statement isn't entirely true. Aside from those already named, honourable mention must go to JaF Fabrication in Loughborough (see www.jaf-fabrication.co.uk), in whom Chris found an ally in his quest for the holey grail. While these guys offer a range of neat, off-the-shelf drilled products such as the bomber seats, foot rest and battery box used in The Fury, they are willing to take on one-off work too, so Chris had them knock up the ali side panels with indents pressed in them to match those on the Beetle bonnet, the matching fuel tank cover and the beer keg-inspired speedo holder, and the bracket is sits on. Well, Chris does run a pub, after all. The rest of the details were just added as Chris went along – twin Brooklands-style aeroscreens, 7-inch Buggy headlights, Bug-Tech shifter and the sockets silicone-sealed into the open ends of the tube frame body structure. They've been done like that so they can be removed if necessary to access the wiring loom, which has been painstakingly run internally through the tubing. "Gordon helped me do that and, though I built the car myself, I couldn't have done it without Gordon and Paul's help. I don't know it all, that's why I get my friends to help me, that's what friends are for, isn't it?"

And on that subject, Chris joyfully recounted the story of how his boss and McMullen's Retail Director, Heydon Mizon (he of a very nice black Cal Look '67 Beetle), stopped by one day after work and pulled a pair of overalls on over his suit to help Chris bleed the brakes. Now that's our kind of boss.

It's not just his boss that gets involved though, Chris says he regularly takes his customers out for a blast in the car, and reckons everyone knows him in his local area, not just as their favourite local publican, but as that fruitcake with the crazy car, you know the one, you can hear him coming a mile off, and from even further when he's in his car! ■

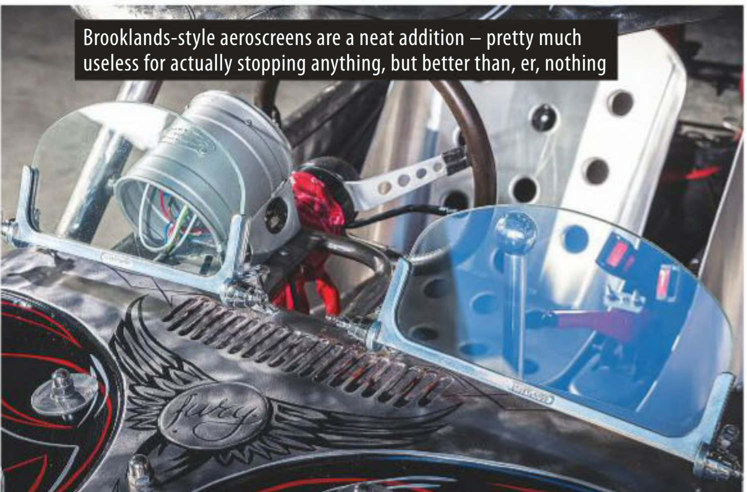


The intriguing texture on the tubes was achieved with a flap wheel on an angle grinder. Other finishes were added with a wire brush attachment on an electric drill

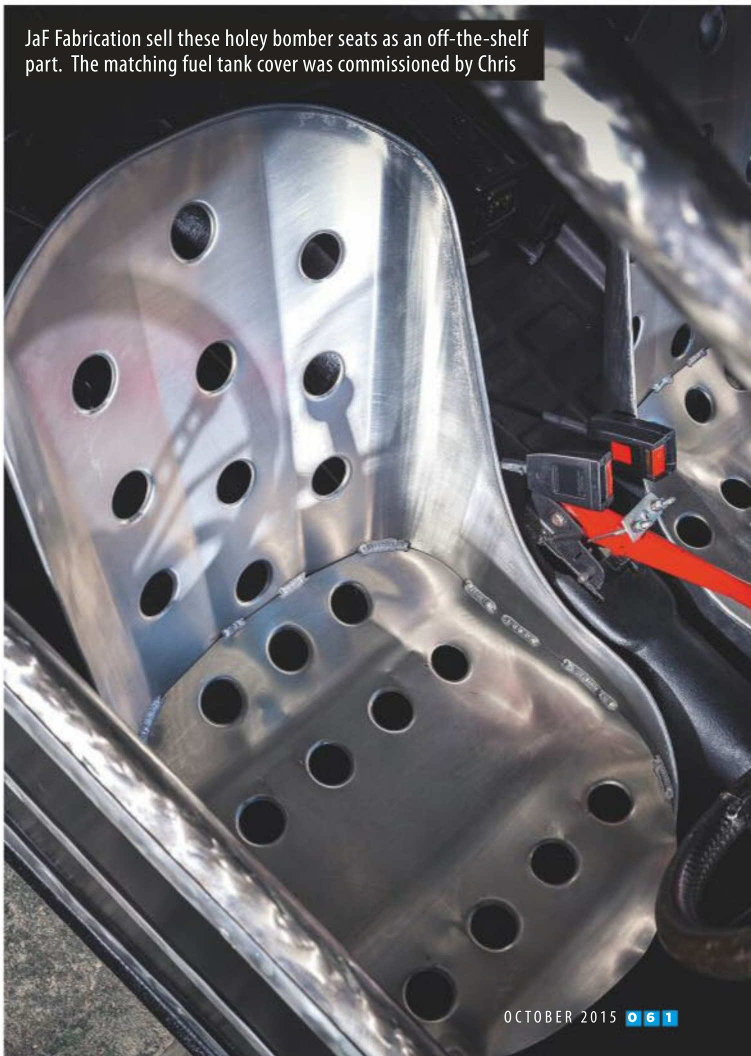


It's only a baby 1600 motor but Chris reckons the rail flies as there's so little weight to it. Note the socket tube ends

A second Beetle bonnet was donated to the cause and became the sun visor



Brooklands-style aeroscreens are a neat addition – pretty much useless for actually stopping anything, but better than, er, nothing



JaF Fabrication sell these holey bomber seats as an off-the-shelf part. The matching fuel tank cover was commissioned by Chris

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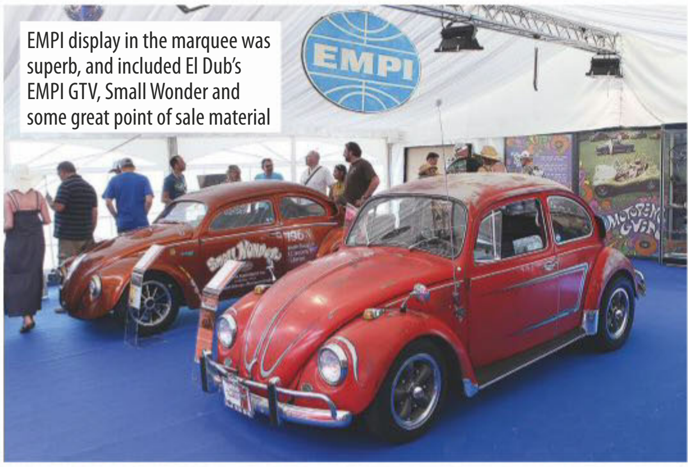
Six go mad in (on) Chimay

Team *VolksWorld* head to Belgium's big one

Words James Peene **Photos** Julian Hunt, Bullymeister, Jimbo Wallace, James and Steve


EMPI display in the marquee was superb, and included El Dub's EMPI GTV, Small Wonder and some great point of sale material

Maybe it's because EB-I only happens every other year that we love it so. In being bi-annual, it just never seems to get old for us. Or then again, maybe it's because being a foreign show, where the Beetle is still king and the show field isn't just row upon row of Buses as it is over here, where you see a lot of cool, 'different' cars you wouldn't ordinarily see. Or maybe it's the super strength Belgian beer that flows like water for the three days we manage to get over there for.

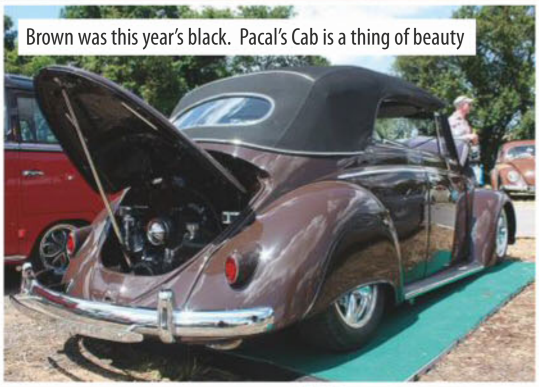
In truth, it's a combination of all those factors that keep us coming back to the Bug-In, year after every other year.

If you've not made it to one yet, shame on you. You're really missing out, because this European show feels like nothing we have in Blighty. Let's just say health and safety is a concept entirely unheard of in this neck of the woods. There's a real anything goes approach and, if you fcuk yourself up, well, you knew the risks and it was probably your fault anyway. A burnout box, cars driving around at night, loud music, happy crowds… the atmosphere is just something else.

As is the swapmeet. I was still finding things to buy late on the Sunday of our departure and, if you could afford some of the prices, you could pretty much find something for any car you care to mention. Now I come to think about it, there was only one stand selling flags…

Six of us made the trip, we even met up with an old staffer and we all had a marvellous time. We'll definitely be back, though Henry might think twice… ■

There wasn't as much racing as in previous years, but after a few of these that didn't matter


Brown was this year's black. Pacal's Cab is a thing of beauty

Bent screen pre-A 356 had the patina look down

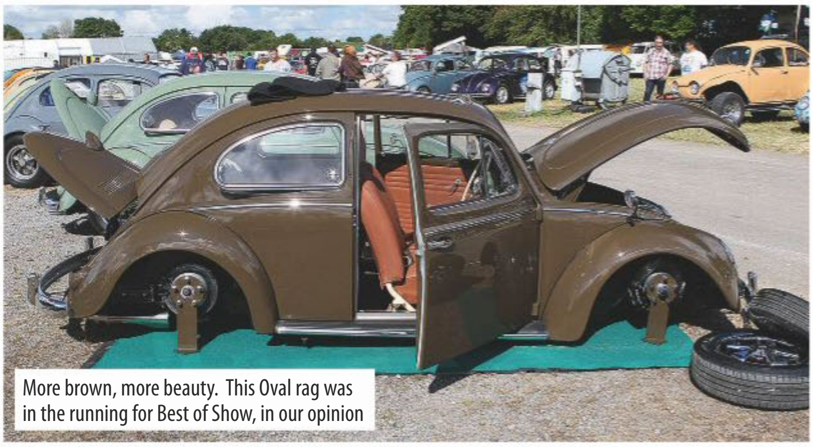
Sealing Wax Red Panel looked like a blast. These guys certainly enjoyed hooning about in it

The ex-Clyde Berg race car still looks the business, and still honks on, too

European Bug-In 6

If you want to stand out in the crowd these days, paint your ride!

The ex-Shawn Geers All Motor sedan, and Mister T



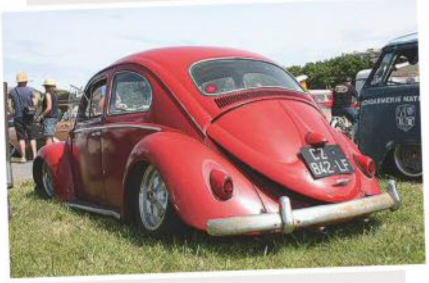
More brown, more beauty. This Oval rag was in the running for Best of Show, in our opinion

Julia and Vince's his 'n' hers patina pair

The Otto Bros. Mosquito dragster lines up alongside another of the brothers' wild metalflake creations

In Europe, health and safety is an optional extra

JAMES' CAR OF THE SHOW



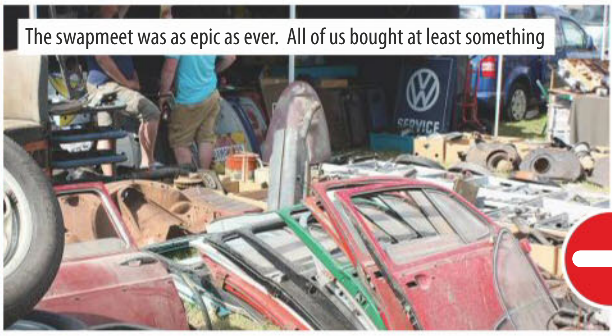
Of course I was going to pick a slammed red Beetle. They're totally my thing. But, when I walked over to look at this car in the general melee that was the show car field, that's when I began to notice one or two special details. At some point in its life someone had fitted tombstone rear lights. You can see the tide marks still. The same bright spark probably committed the other major crime that a quick nose at the dashboard revealed. This updated slammer is actually an Oval, or it was until the original rear window was hacked out. I loved it all the same

Old School rules okay

Coral Red Oval Cabriolet was the perfect car for the weather we enjoyed

Lets off road. The dirt track looked like a lot of muddy fun for those so inclined

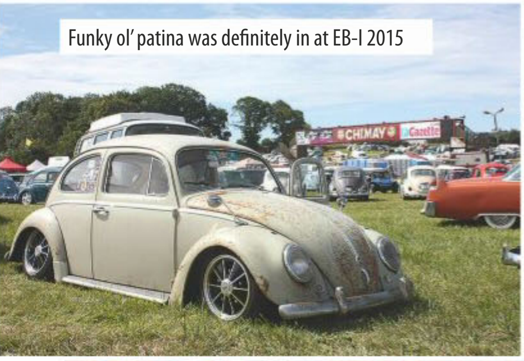
Ricky's Early Split Window Panel was a great rolling advert for the company



The swapmeet was as epic as ever. All of us bought at least something

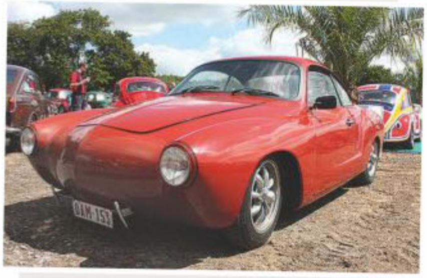
Sunburnt 15-window on Amercian Racing mags was tough

Two incredibly muddy Bajas were kept busy giving rides over the course of the weekend


Funky ol' patina was definitely in at EB-I 2015

The eager crowd on the banks of the drag strip. It was hot here

MIKE'S CAR OF THE SHOW



The whole Cal Look thing has gone through various iterations over the years, to the point that people don't always remember how it started, but this Ghia took it right back to the beginnings, mainly because it was from the beginnings. I don't know for certain but my money is on this being an original Californian survivor car from the early '80s. The filled nose vents, two-piece EMPI Spyder mags, t-bars, mild custom interior and Michelins are all textbook early Cal Look. This car took me back to the very first issue of *VolksWorld* that featured a brace of just such Ghias. Dig it

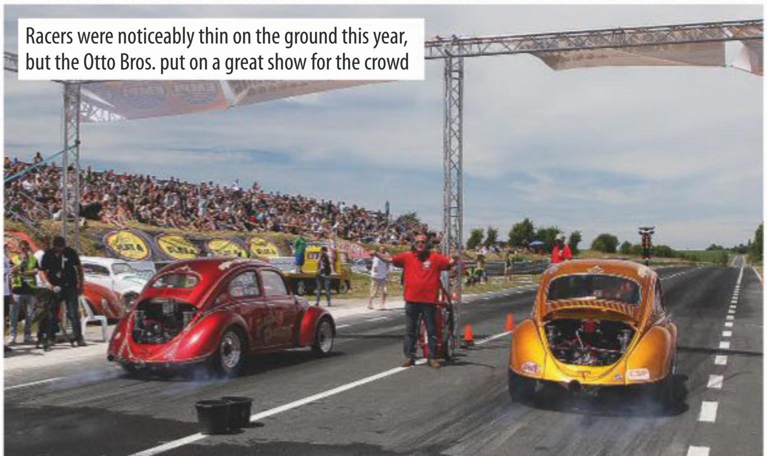
58
BBT's
Teüfel Heb
BBT's Teüfel Heb is the real deal. It was considered too bad to restore so they took it racing instead

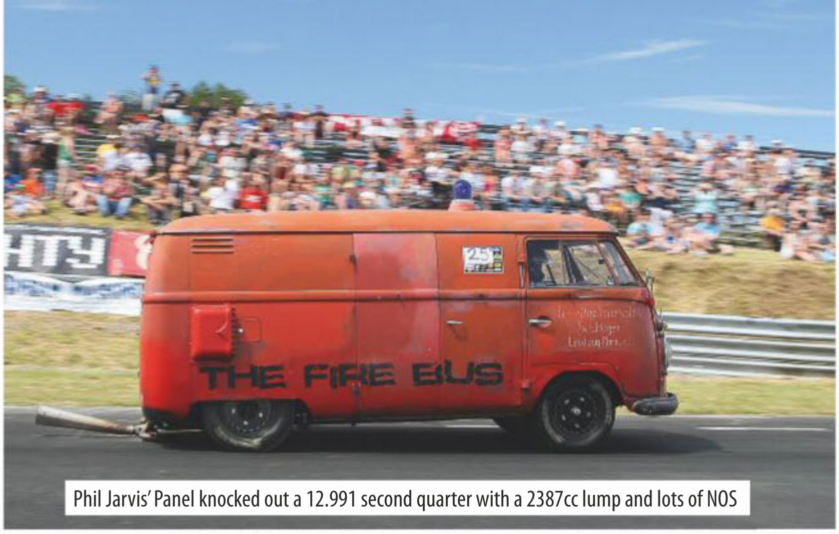
Late model rally Bug was cool. Unusual 14in rims, too

Trekkers were undoubtedly the fun cars of the show

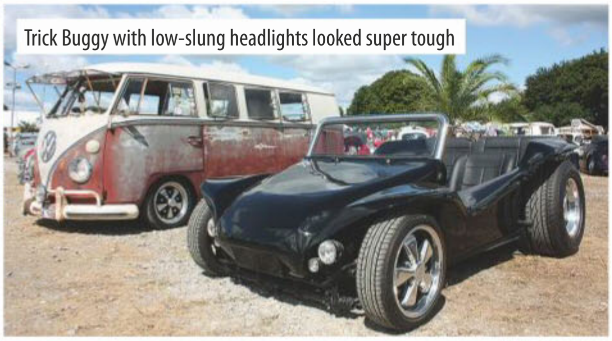
The huge swapmeet is a treasure trove of cool stuff

Lowriding late model Ghia on 100-spoke wires was certainly different. Cool, too

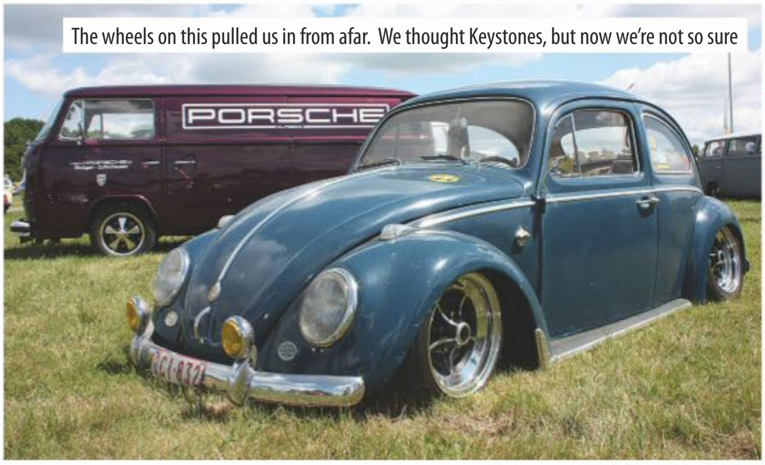

Racers were noticeably thin on the ground this year, but the Otto Bros. put on a great show for the crowd



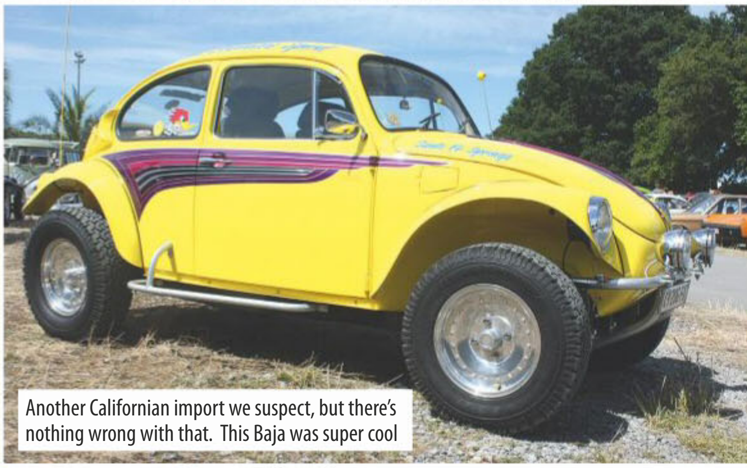
Phil Jarvis' Panel knocked out a 12.991 second quarter with a 2387cc lump and lots of NOS



Trick Buggy with low-slung headlights looked super tough

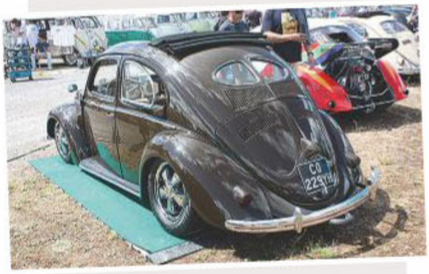


The wheels on this pulled us in from afar. We thought Keystones, but now we're not so sure

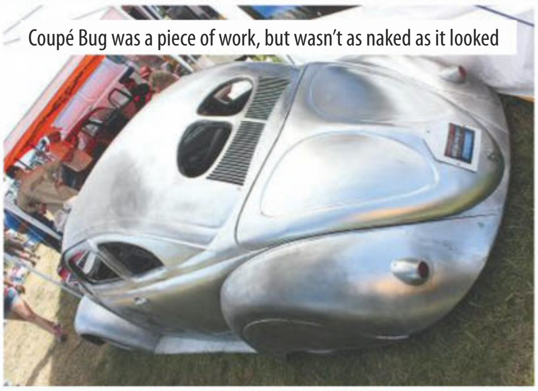


Another Californian import we suspect, but there's nothing wrong with that. This Baja was super cool

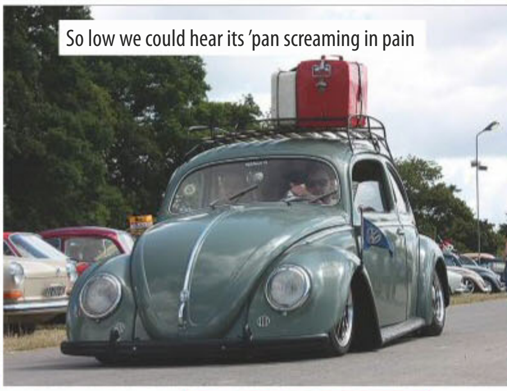
STEVE'S CAR OF THE SHOW



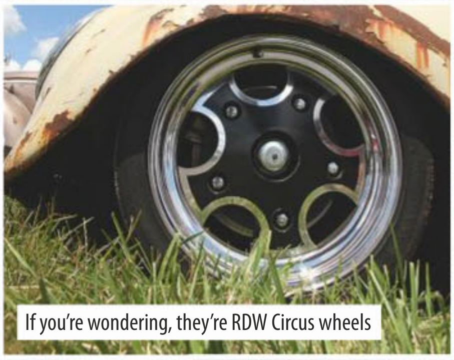
Okay, so I've basically picked my car, but in brown with a Split Window. Obvious choice I hear you say. But is that such a bad thing? It confirmed to me that I'd built the car I wanted and set out to build and that can only be a good thing. But why this car and not the simularly awesome brown Oval ragtop on the previous spread. It's a ragtop Split. Need I say more? For me it's the holiest of holy as far as Beetles go. The interior was beautiful, it sat right and the fit and finish was good. Sure there's things I would have done differently, but then it's not my car



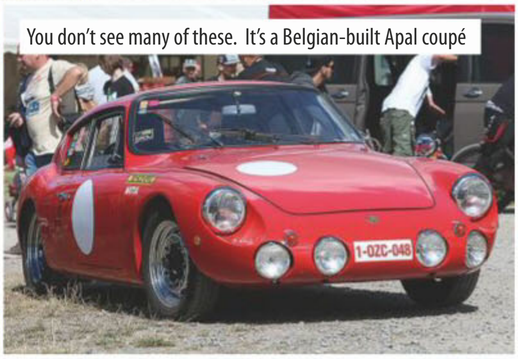
Coupé Bug was a piece of work, but wasn't as naked as it looked



So low we could hear its 'pan screaming in pain

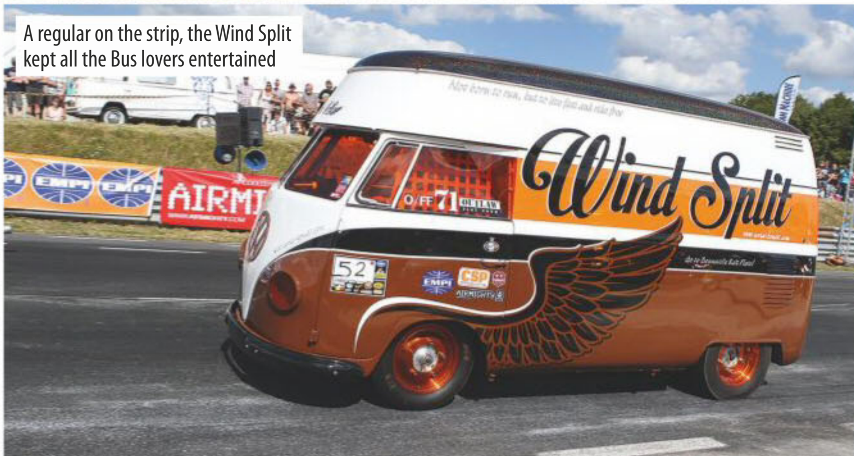


If you're wondering, they're RDW Circus wheels



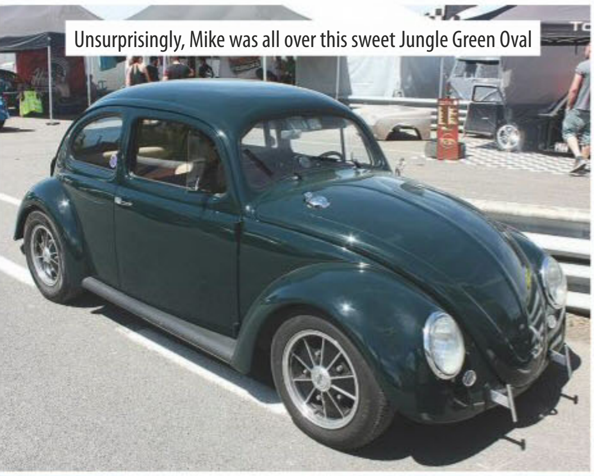
You don't see many of these. It's a Belgian-built Apal coupé

These guys were doing a nice line in laser cut Mr. and Mrs. Bubbleheads, and some other neat bits

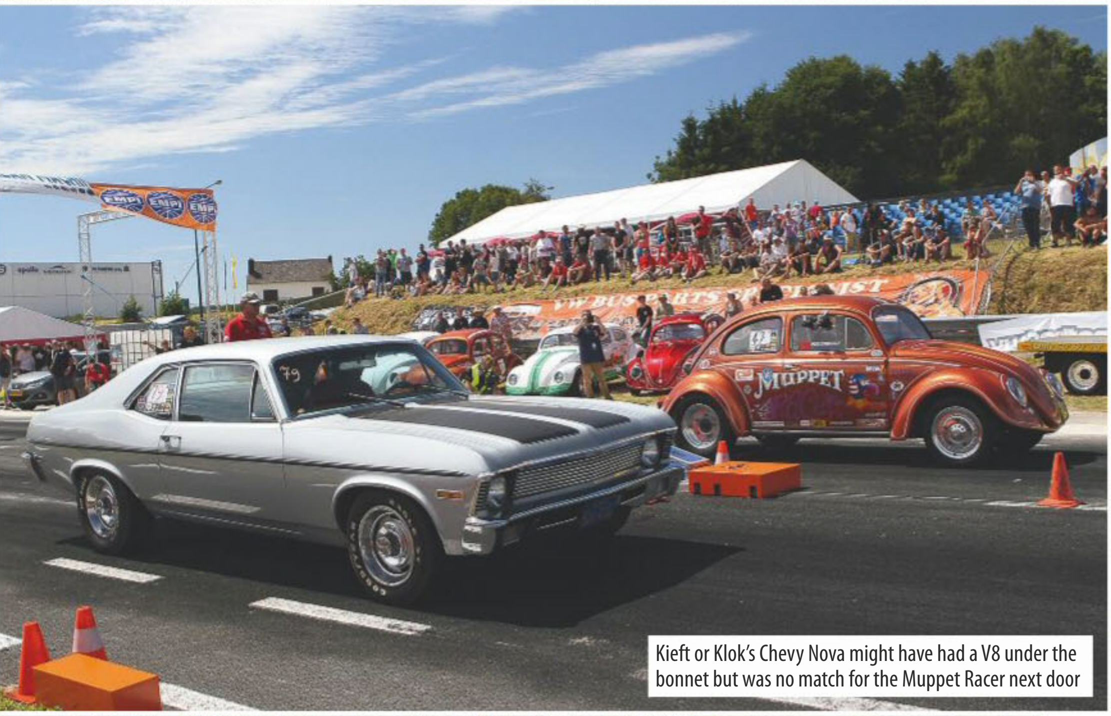


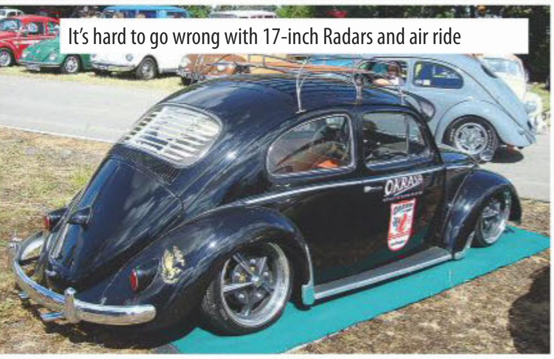
A regular on the strip, the Wind Split kept all the Bus lovers entertained

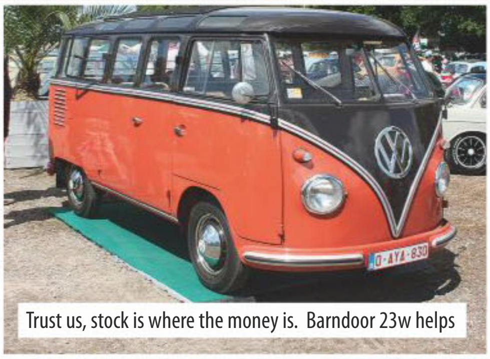
SHOW REPORT
European Bug-In 6

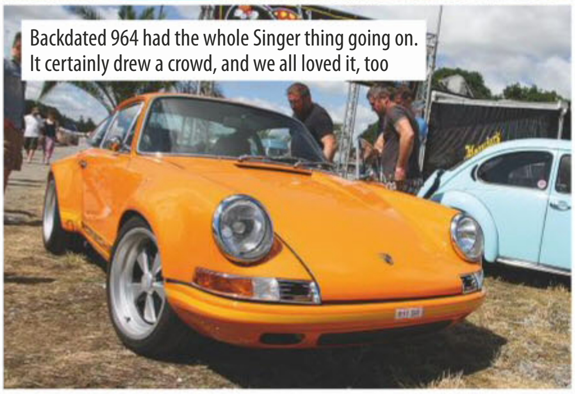

Unsurprisingly, Mike was all over this sweet Jungle Green Oval

Just part of the extensive Cal Look line up, with palm trees, too


Kieft or Klok's Chevy Nova might have had a V8 under the bonnet but was no match for the Muppet Racer next door

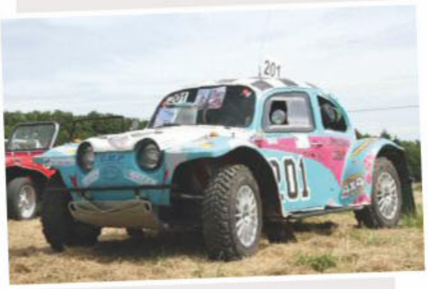

It's hard to go wrong with 17-inch Radars and air ride


Trust us, stock is where the money is. Barndoor 23w helps

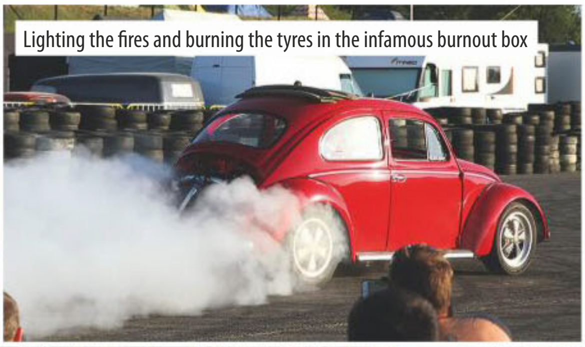

Backdated 964 had the whole Singer thing going on. It certainly drew a crowd, and we all loved it, too

Oh, Henry. This is what happens when you pass out when Mike Pye is around. Ginger cocktail?

LAZZA'S CAR OF THE SHOW

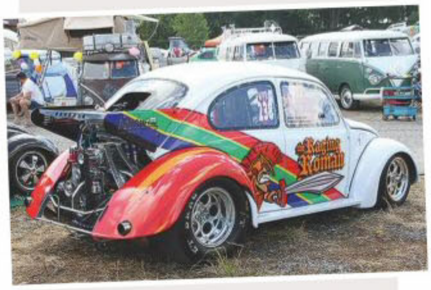


I've never been one to follow the crowd, and I'm making no exception this year. This was undoubtedly the car of the show for me. Let me explain: full tube chassis; mid-mounted Scooby motor; Porsche 'box; fully independent wishbone suspension all round; fabricated rear uprights; twin shocks on all corners; Wilwood discs; OZ Racing wheels; flip front and rear. Need I go on? This thing was properly nuts. To me, this is what a Baja should be – a properly engineered off roader, not a foppish road car with off road pretentions. It's not to everyone's liking, but it definitely is to mine. I love it



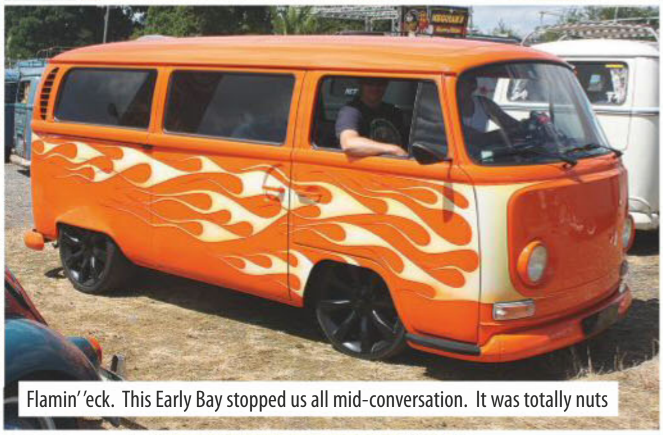
Lighting the fires and burning the tyres in the infamous burnout box

JIMBO'S CAR OF THE SHOW



If you're at all into engineering, motorsport or drag racing then this car was hard to miss amongst all the ultra-slammed, Fuchs-wheeled showboats. Sporting bespoke coilover, double wishbone suspension fore and aft, as well as an Eaton M90 supercharged 2.5 Subaru WRX engine, this methanol-burning VWDRC contender looks set to lay down some serious times when Shaun Hyde irons out a few initial niggles. So far he's clocked a 12.4 at 113mph at Bug Jam, whilst limited to 5000rpm, so there's surely plenty more to come from this engineering masterpiece

Power parking with the for sale signs, Jim from RSPB's '49 Standard and a sweet Dutch '60



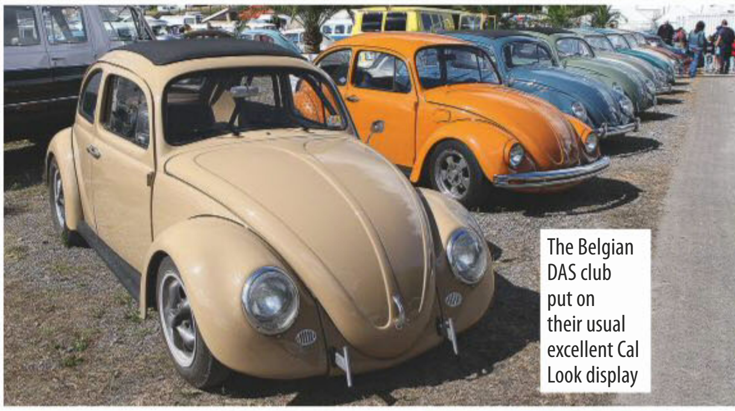
Flamin' 'eck. This Early Bay stopped us all mid-conversation. It was totally nuts

Lace paint and Mexican blanket interior. Full feature coming soon

Michel Jansen's '68 Ghia still does it for us, and for the judges at every show it's at

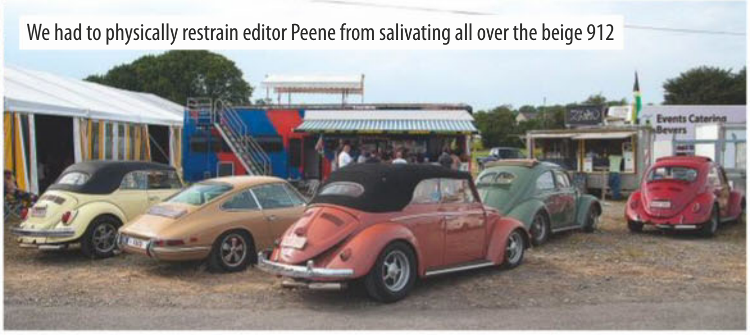
Look at the ground clearance on that!

On its way to a 9.4-second run here, the Dutch Hot Rod Bug was the quickest car at EB-I 6



The Belgian DAS club put on their usual excellent Cal Look display

Piment Racer Ghia is a Bug-In favourite. Check the shorty doors



We had to physically restrain editor Peene from salivating all over the beige 912

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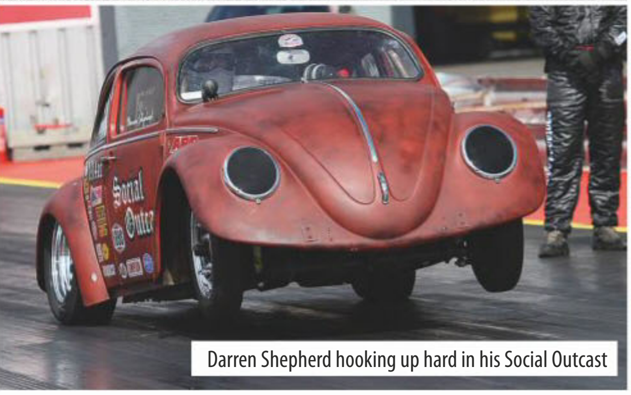
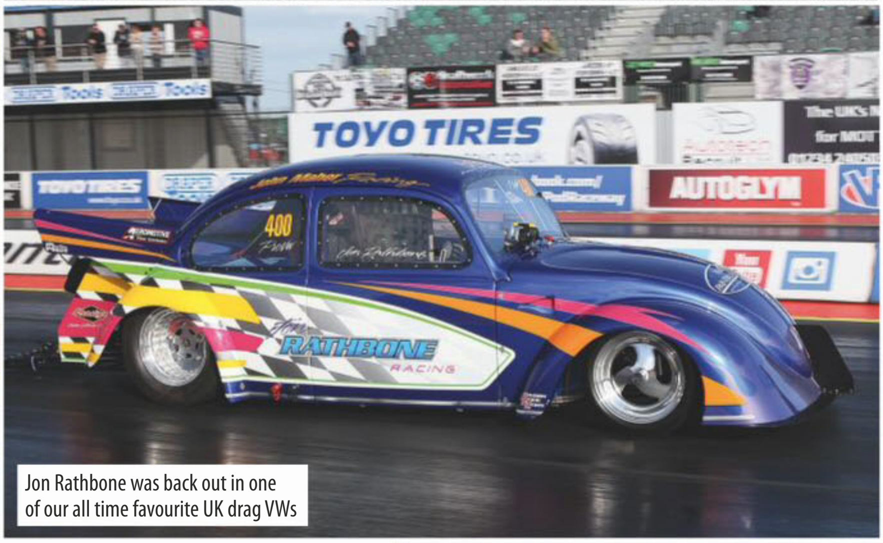
Great to see a proper original Gasser, the Pink Panther, being used in anger

Hazel and Nigel Hull's Java Green Bug runs a 2276cc motor


Darren Shepherd hooking up hard in his Social Outcast


Jon Rathbone was back out in one of our all time favourite UK drag VWs

Cal Look Drag Day

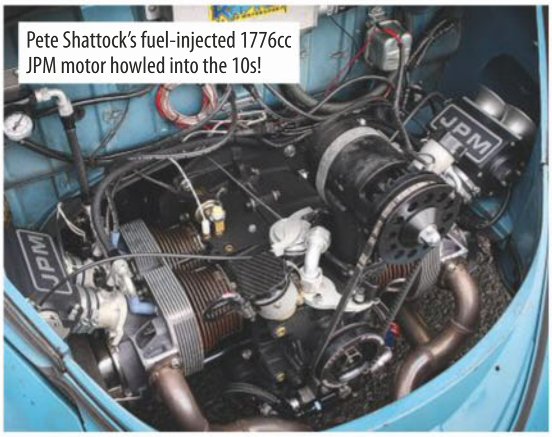
We hit Santa Pod for the annual Old School blow out

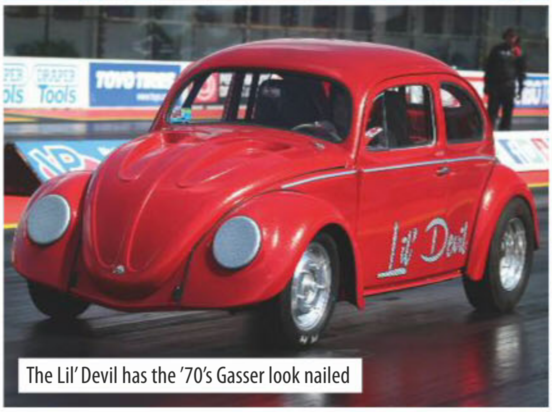
Words Ivan McCutcheon **Photos** Julian Hunt

The lure of dedicated VW-only quarter-mile action had us itching to head to Santa Pod Raceway. It was well worth the trek, that's for sure. Jamie Palmer and the crew had grafted to host this annual weekend event over a test and tune weekend, which meant between the VW-only sessions, there was plenty of top drawer drag racing machinery to watch.

It only seems like a couple of years since the first California Look Drag Day was held, but it's actually five years ago and I have been every year since, and have seen the event flourish. Make no mistake, this isn't your normal Santa Pod VW event. There's no trade stands, no marquees packed with cheesy quavers stomping to repetitive beats and no side shows. All you get is one burger stall and drag racing.

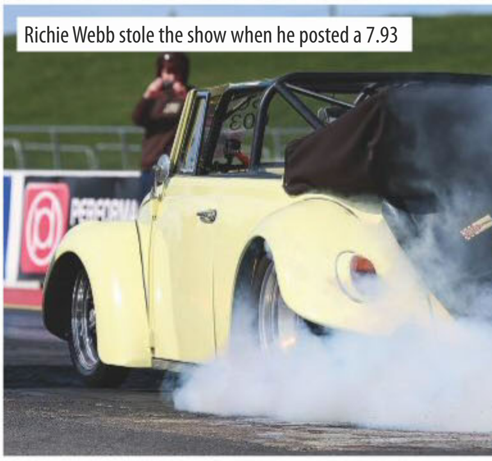
There were plenty of highlights, but the one that will stick in my mind is not only seeing, but hearing Pete Shattock's 1776cc JPM-motored Bug with Hewland FTR sequential six-speed gearbox. Pete has been on a tireless quest to create this astounding machine, and watching him run a 10-second quarter gave me the same feeling I had when I got a Mongoose BMX for Christmas when I was 12. But then Richie Webb ran a record 7.93 quarter and melted my mind. ■


Pete Shattock's fuel-injected 1776cc JPM motor howled into the 10s!


The Lil' Devil has the '70's Gasser look nailed

Paul Merriman's Bug is a show quality build backed up with go quality times

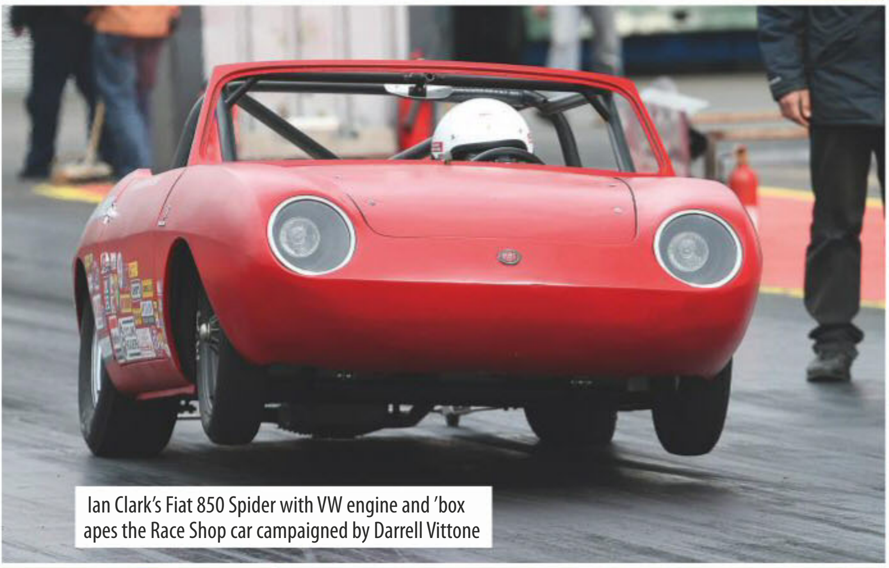
No surprise Ivan's a huge fan of this '67


Richie Webb stole the show when he posted a 7.93

USA Automotive
RAWSPEED
ENGINE TUNING

Graham Rawlings' cool VW-powered rail was at The *VolksWorld* Show, but looked so much better on track

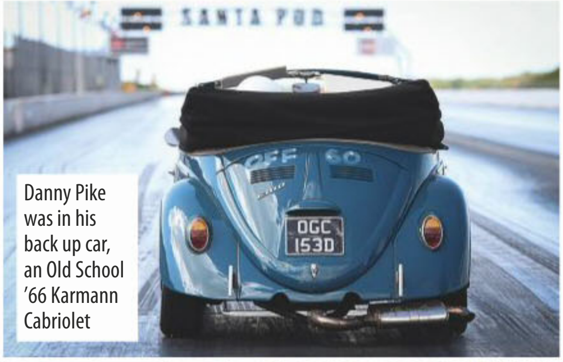
Racers came from Belgium, The Netherlands and Germany to be there



Ian Clark's Fiat 850 Spider with VW engine and 'box apes the Race Shop car campaigned by Darrell Vittone

Gary Priest from Stoke built his 2054cc 1303 for circuit racing

Han van Hengel came from The Netherlands to race his '67


SANTA POD
OGC 153D

Danny Pike was in his back up car, an Old School '66 Karmann Cabriolet

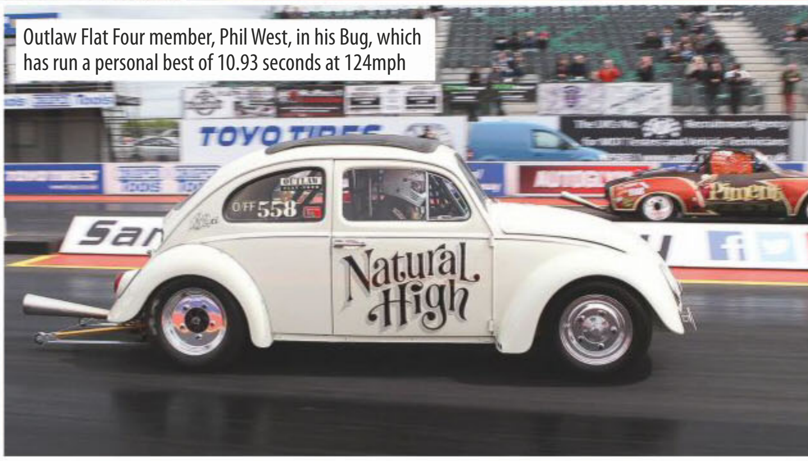
Santa Pod Raceway

This Karmann Ghia was a seriously purposeful looking car

PRE-STAGED
STAGED
DRAPER Tools

Tim Garlick burning out in his 6-second Apache Nitro Funny Car

We spent a lot of time soaking up technical shizzle in the pits


TOYO TIRES
Natural High

Outlaw Flat Four member, Phil West, in his Bug, which has run a personal best of 10.93 seconds at 124mph

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Yep, I've got another project. And yes, you probably do recognise it! The plan is to get some use out of it now and look at sorting a nice camping interior for it at some point next year, as and when funds allow

Here we go again...

Why finish a project when you can start another one?

OWNER INFO

NAME: Steve Gosling

CARS: '61 ragtop, '67 Ghia, '69 Bay

WORK THIS MONTH: Buy Bay Window, fix brakes, fix horn, fix oil leak, fix cab floor, get an MoT and drive the damn thing

So, we've bought a Bus, by 'we've' I mean me and my better half, Gemma. It wasn't really planned, it just kind of happened. Let me explain.

Gemma has been on about us getting a Camper for some time now. I think she sees it as a way we can share my VW passion and get out and see the world, or at least Cornwall! Not wanting to dispel any thoughts that might end up with me having another VW, I smiled enthusiastically and said I'd look into it.

But in my head I was thinking I've been there and done that. You see, I had a '71 Bay as my only car from the age of 19-21, that's an inconceivable 16 years ago now. It was great fun and the perfect transport for that time in my life, but I kind of figured that was behind me. And being in the middle of the epic rebuild of my ragtop meant I didn't really 'look into it' very hard.

> “This stage took a frustrating couple of weeks”

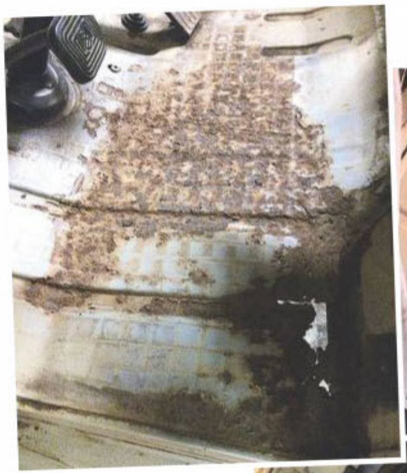
Even when we decided we needed to sell the *Camper&Bus* Bay Window to fund another magazine project car, I didn't even think to register an interest. Luckily, James did. In fact, he was all set to buy it himself when, over a pub lunch, he mentioned this in front of Gemma. She turned to me and said, 'We should have bought that.' Without any prompting or cajoling, James, being the gentleman and good friend he is, said we should buy it instead. A week or so of panicking and we'd scraped enough cash together to make it happen. And that is how we came to own a Savannah Beige 1969 Bay Window Microbus, formally known as the Panzerfaust, or the Pfister.

Unusually for a new / old car purchase, I've know this VW for years. In fact, I've known it since it entered the country and have had the pleasure of attending many a show here and in Europe in it, as well as a Glastonbury and a couple of weekend

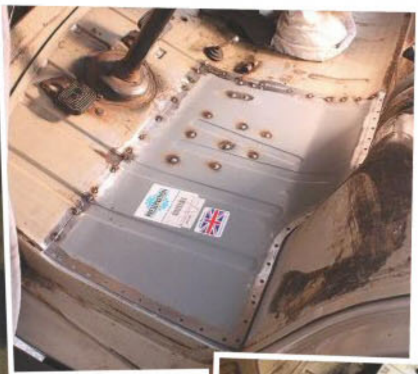
My never ending brake issues were finally resolved by replacing pretty much every part of the brake system, bar the drums

This is the before shot. The aftermath of a seized handbrake cable, cooking the wheel cylinder seals and destroying the brake shoes

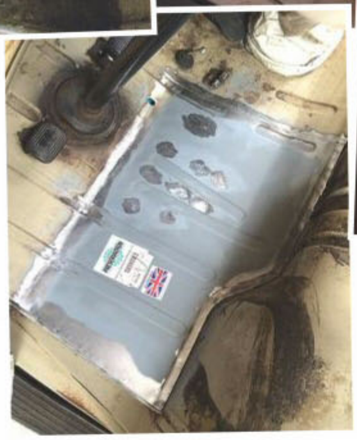
'69 Bay Window



The cab floor was crusty and pinpricked all the way to the throttle pedal. Oh, and there's that big hole!



Just Kampers' British-made repair panel fitted nicely, and was the proper thickness. I chose not to put the whole panel in as I didn't want to disturb the steering column



Not my best ever work, but this is a driver, not a show car. I'm happy with how it turned out and, most importantly, it's solid and will remain so

For the moment I've just whacked some primer over the top until I have time to get a can of Savannah Beige paint mixed up

camping trips. It's fair to say we're no strangers. But I haven't actually worked on it, or even been under it. And as it had been laid up in a lock up in Guildford for the best part of a year and a half, I didn't really know what condition it was in, and therefore what I'd just spent all of our combined savings on…

So one Saturday, James and I set off for the lock up with the usual 'it'll be alright' attitude we have to resurrecting old VWs from long-term storage. And you know what, it was alright, mostly. Okay, it had a flat battery, only three working brakes, only one brake light and no horn. But it drove back to the workshop fairly easily, then promptly developed an enormous oil leak upon arrival.

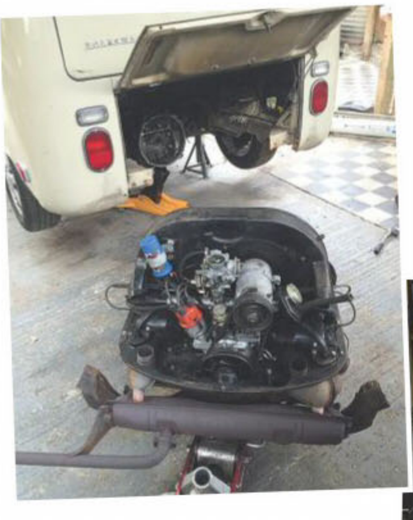
This was two weeks before EB-I 6 and, in a fit of unbridled enthusiasm, I decided I was going to drive it there. That didn't actually happen, but there's nothing like a deadline to kick your arse into gear.

First things first, the brakes. I pulled the front drums to find the shoes were fubar, so I ordered a new set from Just Kampers and fitted those, but in doing so disturbed the wheel cylinders, which started to leak, so I ordered four of those and some flexi hoses and that was job done. Then onto the rear. A stuck handbrake cable had destroyed the shoes on one side and cooked the wheel cylinder seals, so it was new shoes and cylinders all round on the rear. Then the previously working master cylinder went down the swanny. With only limited time to work on the Bus, this stage took a frustrating couple of weeks.

Next it was time to do the first bit of rust repair the Bus has ever had – the driver's side cab floor. It's not my best work, but I enjoyed doing a bit of metalwork again.

Then the hunt was on for the oil leak. Pushrod tubes was the first thought, but it actually turned out to be the oil cooler seals, which meant engine out.

As a result, it was four weeks after I picked it up that I found myself at the MoT station. Thankfully, it sailed though and I've been using it daily ever since to iron out the bugs. The battery died, so I've replaced it but, other than that, I've just been using it, with a massive smile on my face at all times. Next stop southern Italy, the South of France or Corwall. Probably Cornwall. ■



Catastrophic oil leak turned out to be the oil cooler seals, which necessitated yanking the motor out. No drama, but it was another job I could have done without

MoT time and it passed without a hitch. Although a brake light had blown by the time I arrived back home!

VOLKS WORLD PROJECT CARS

Ramping up

Owner: Mike Pye
Cars: '56 Oval, '23T Volks Rod
This month: It may not look like much but 12m^2 of gently sloped concrete means I can finally drive cars in and out of my garage!

Owner: Cathal O'Toole
Cars: '77 Cal Look Beetle, GT Beetle and '73 Riviera Camper
This month: I bought another Beetle, but this one is purely for educational purposes. It's a semi-auto and I've always wanted to know how they work and drive

Got a semi

Prime time

Owner: Jon Gilbert
Cars: '61 ragtop
This month: This month I've mostly been modifying and prepping engine tinware so it's ready to go on the donor 1600 engine

Owner: Gordie Woollacott
Car: '78 Westy
This month: My early Westy has spent a couple of weeks at iKUSTOMS having these Schofield chunks of metal attached via the medium of welding wire

Weld done

He shoots, he scores

Owner: Jon Robinson-Pratt
Car: Early Bay
This month: I've sold the Bus! Before it went, I made time to take some 'proper' shots of it, which is something I've been meaning to do for a very long time

Owner: Steve Parsons
Car: '61 Split
This month: A previous owner of my Kombi clearly had a gauge fetish as my dash has more dials than a F1 car. They will soon meet the bin

On the wire

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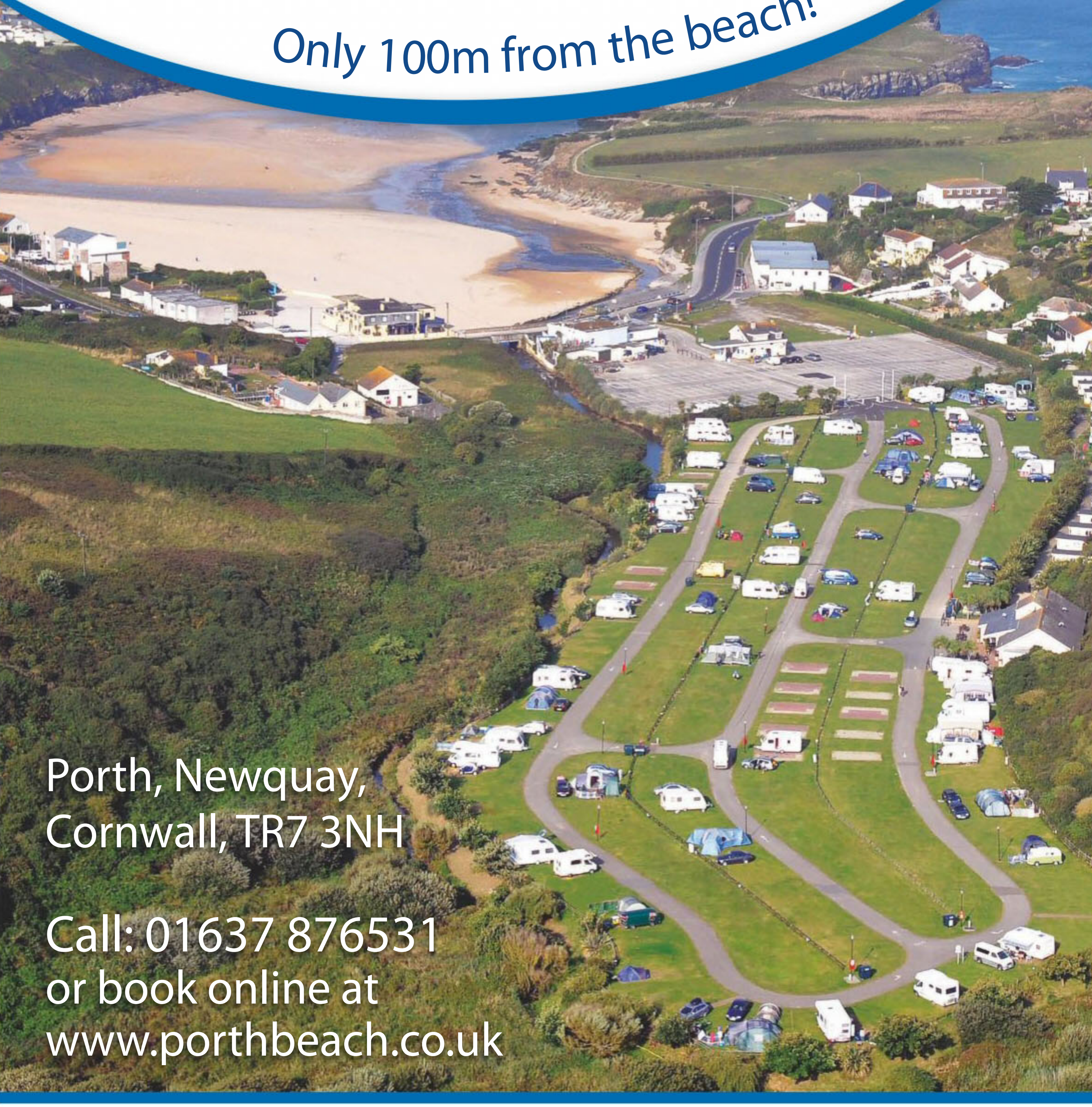

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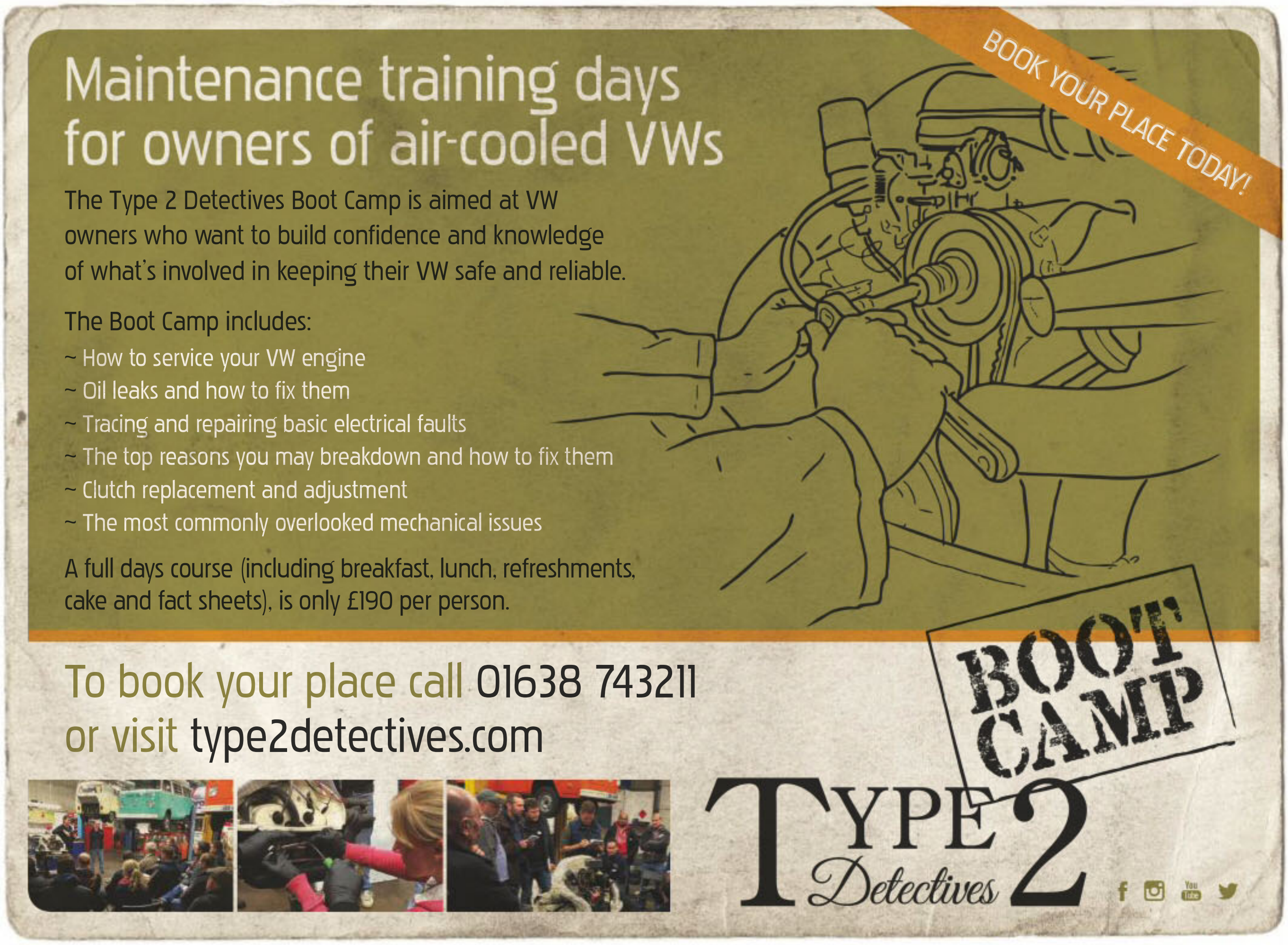

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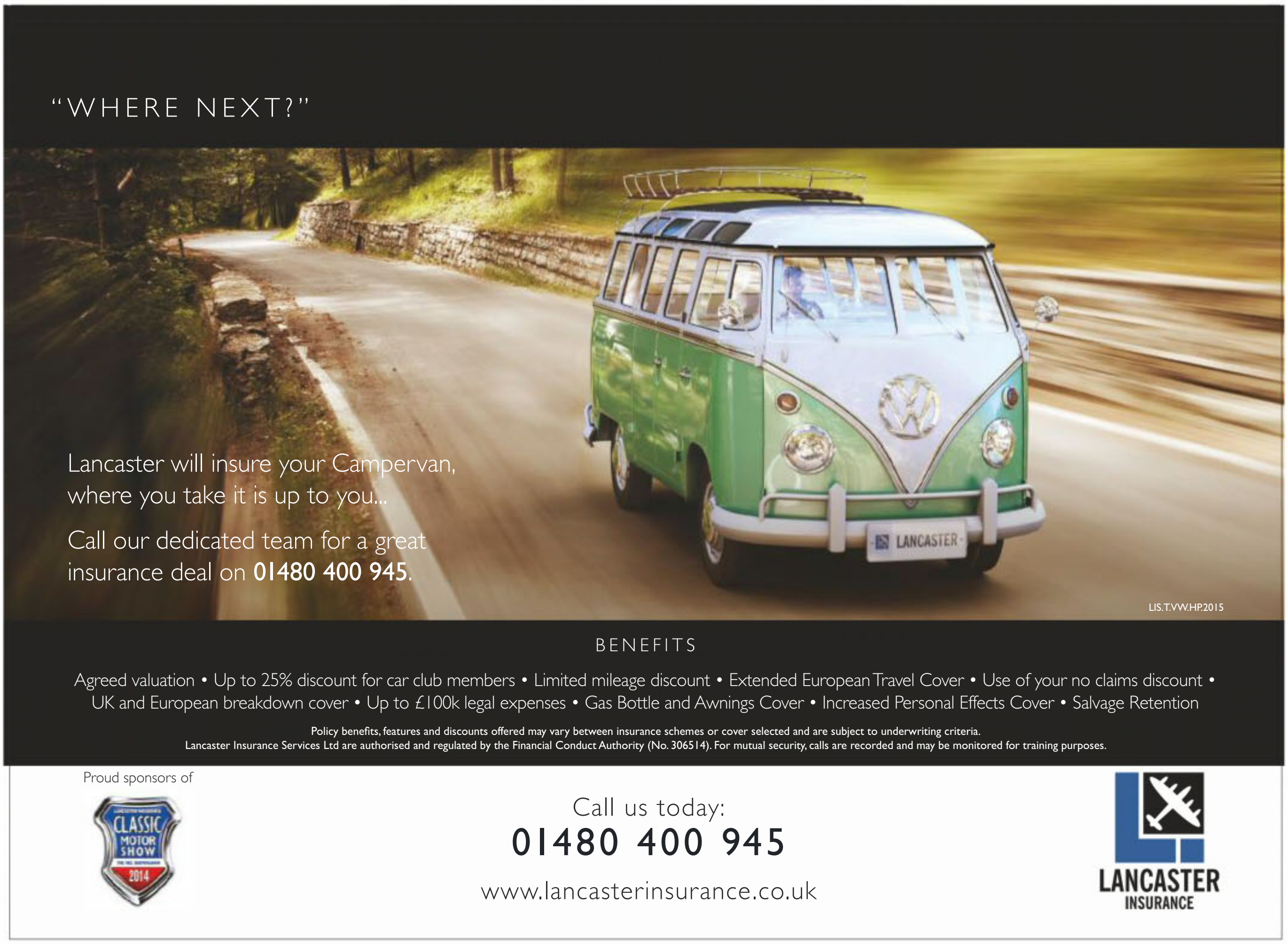

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DIY engine build part 6

With the long block now complete, it's time to add the ancillaries

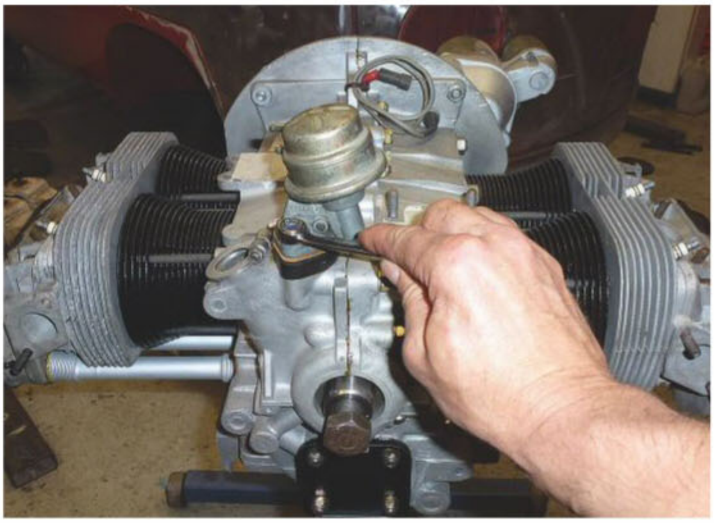
Words and photos Matt Keene

This month we finish off the engine build by fitting all the ancillaries. Whilst this is a relatively straightforward task, care must be taken to ensure each component is fitted in order and, most importantly, that it is clean and in fully useable condition. There is nothing worse than fitting a rusty old heat exchanger full of holes as this will not only look poor, but will negate all of your previous hard work, as poor engine running will ensue and, as a by-product, you may even poison yourself with carbon monoxide whilst driving!

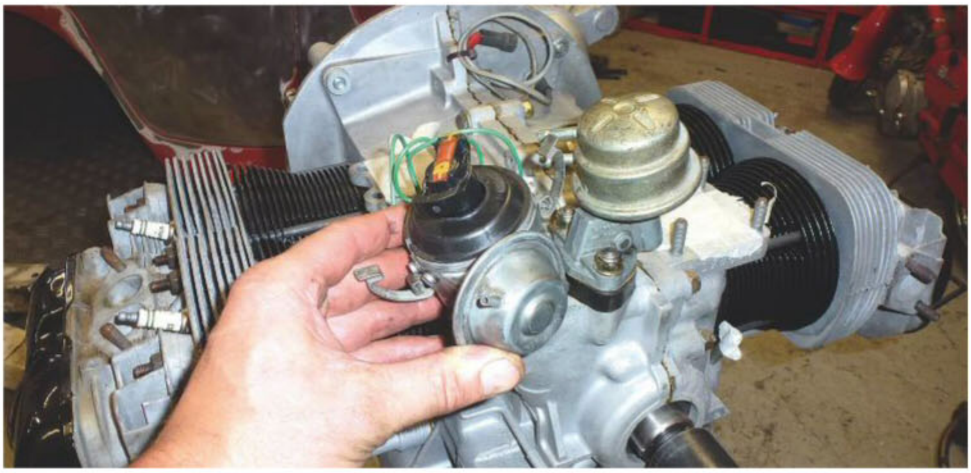
As they say in all the best manuals, re-fitting is simply a case of putting things back on in the reverse order of disassembly. Personally, I like to start with the fuel pump and pedestal. I always use gasket sealant (Wellseal) on all gaskets and mating surfaces as extra insurance against oil leaks. It's time consuming, but well worth it in the long run. The fuel pump pedestal can be a little tricky to slide into the crankcase and, as it's made of plastic – or Bakelite in some instances – it is quite fragile. Resist the temptation to use excessive force!

If you have been following this series, you will have noted that the distributor, distributor drive gear and shims were fitted before the crankcase halves were bolted together. This is done for a reason as it makes life much easier. If you have left the drive out and are now trying to fit it, be aware it requires a real knack, which involves a slight turn of the shaft as you slide it in. Be very, very careful not to use any kind of force here as it is easy to damage the delicate brass distributor drive gear. Do that, and you're into a complete engine strip down to ratify…

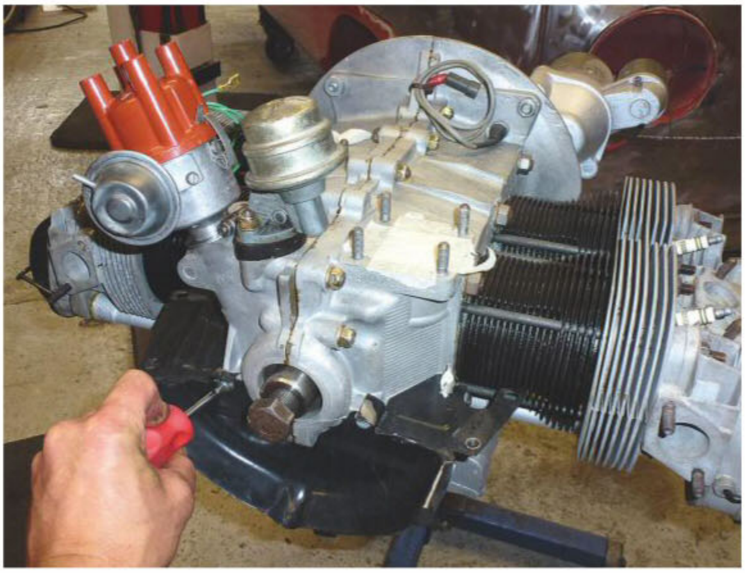
When fitting the distributor, turn the engine over so number one cylinder is at top dead centre (TDC) on the firing stroke (both tappets on number one should have clearance). Check the orientation of the distributor drive gear (it has an offset slot) and line the slot up with the offset drive of the distributor, then slide the distributor home. Make sure the drives engage then, once in place, turn the distributor body so the rotor arm points to the notch on the distributor body. This will be a rough setting for ignition timing and should allow the engine to at least start. ■



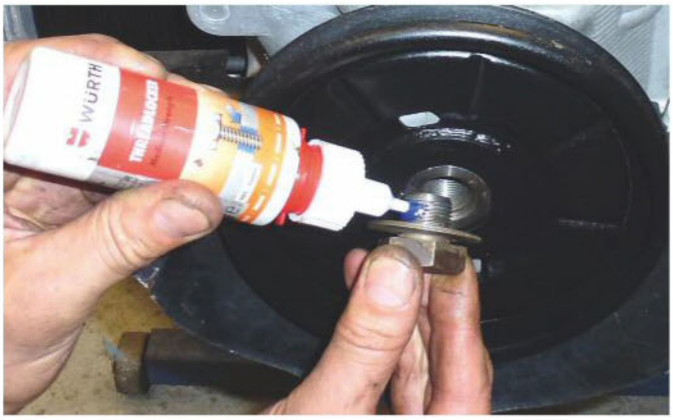
01 Start off by fitting the fuel pump pedestal. Use a gasket on both sides of the pedestal and a little sealant. Be careful not to use force when inserting the pedestal into the crankcase, as it is very fragile. Then fit the pushrod, followed by the fuel pump itself. Ensure a little grease is placed on the fuel pump lever



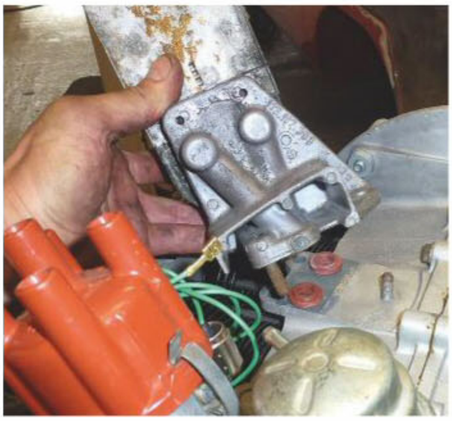
02 If you did not fit the distributor drive gear and distributor prior to assembling the crankcase halves, you are in for a battle. Read the introduction for tips on how to install the drive gear and distributor correctly



03 Prior to fitting the bottom pulley, it is vital you fit the pulley tin as it cannot be fitted once the pulley is in place

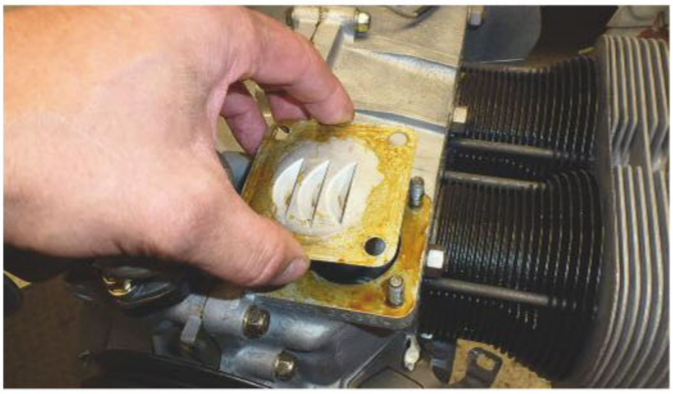


04 Fit the pulley: ensure the Woodruff key is correctly seated on the crankshaft and line up the keyway of the pulley and slide it on. Once located on the keyway, the pulley may need tapping fully home with a soft mallet. Ensure the pulley bolt has a little Loctite on the threads and then torque it to 55ft.lbs

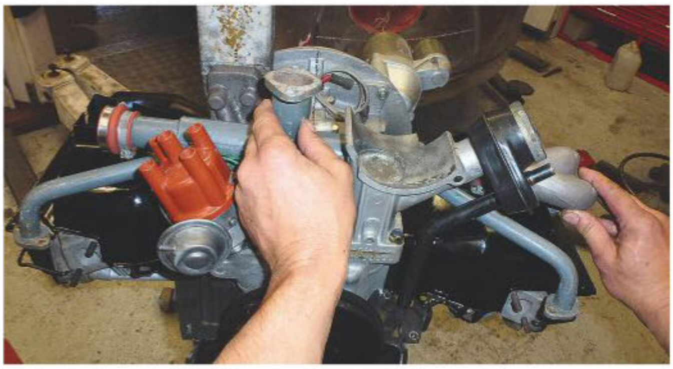


05 Ensure the oil cooler is spotlessly clean internally and externally. Replace the cooler oil seals between the cooler and mounting casting, then fit new oil seals between the crankcase and the oil cooler assembly

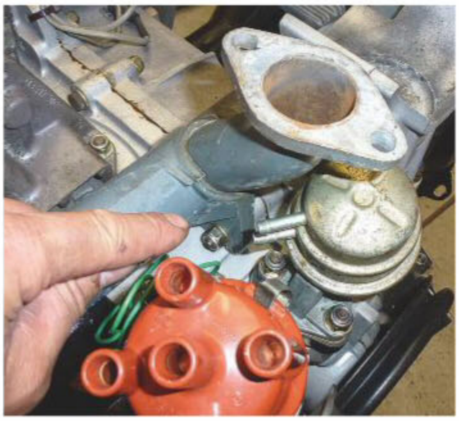
06 Next, fit the cylinder head tinware. Ensure all the fitting screws have a little copper slip on the threads as this will ensure you will be able to remove them again in the future if necessary without any hassle



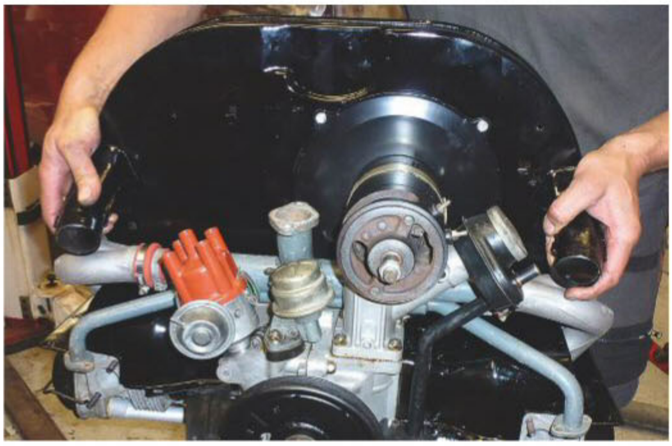
07 Prior to fitting the dynamo / alternator pedestal, ensure the oil sling control plate is correctly fitted, as shown here



08 Fit the inlet manifold in two stages. I find fitting the number 1 and 2 inlet end casting first, followed by the number 3 and 4 inlet end casting works best for me



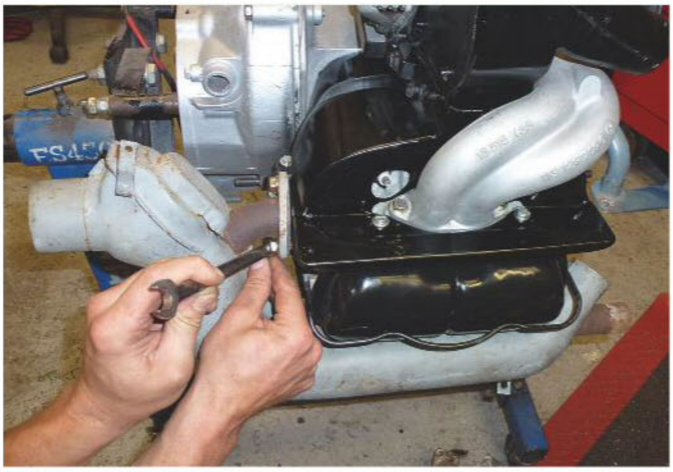
09 You may have noticed that the crankcase has an unusually large stud above number 4 cylinder. This is used to support the inlet manifold, as shown



10 Build up your dynamo and fan assembly, making sure the fan does not rub on the fan shroud when spun by hand. Fit the fan shroud assembly ensuring that it locates correctly within the cylinder head shrouds

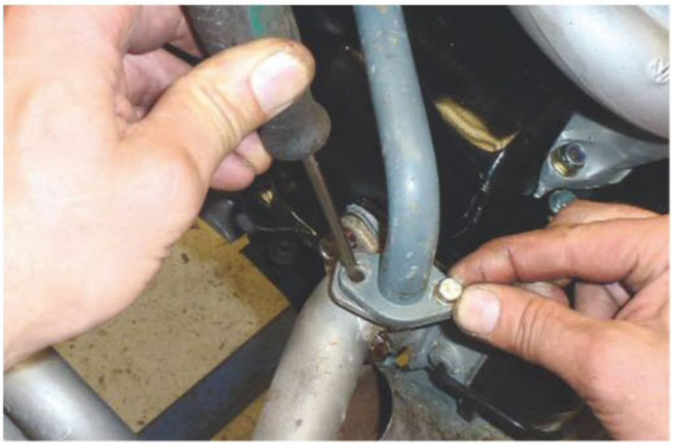
11 If you are running a thermostat, now is the best time to connect it up, prior to fitting the lower cylinder head tinware

Rebuild a VW Type 1 engine



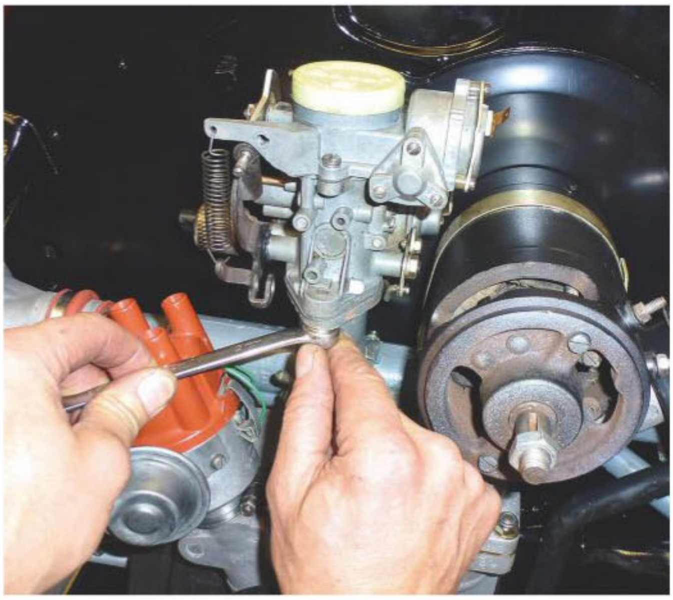
12 Now fit the heat exchangers ensuring you use new gaskets. For the time being, leave the heat exchangers loose as this will aid alignment when fitting the rest of the exhaust

13 Prior to fitting the main exhaust – or header in this instance – lubricate the joints with copper slip. This will aid assembly, and disassembly, in the future

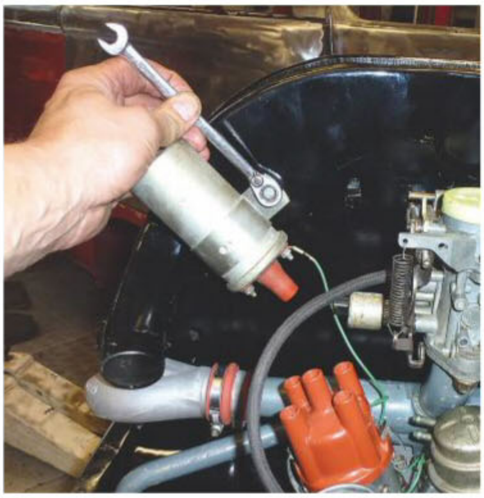


14 With all of the exhaust components loosely fitted, attach the inlet manifold heat risers. I find a screwdriver helps sort any alignment issues here. When connected, tighten the inlet manifold joints first, followed by the rest of the exhaust components

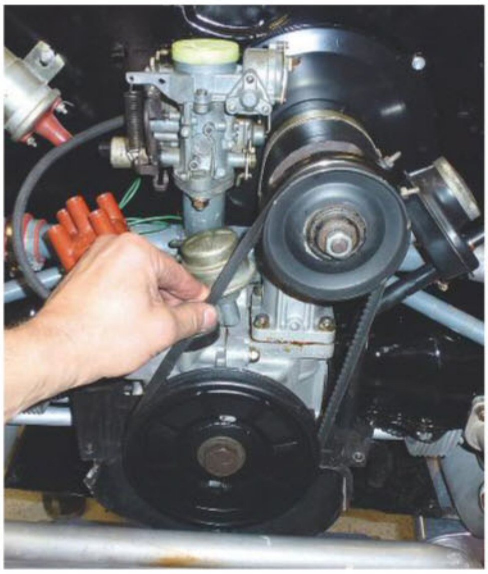
15 Once the inlet manifold joints have been tightened, you can tighten the rest of the exhaust system



16 Attach the carburettor using a new gasket. Generally speaking, it is wise to strip, clean and rebuild your carb rather than simply bolting it back on again as, more often than not, it is the carb that causes running issues on an air-cooled VW



17 The ignition coil has its designated place on the fan shroud. Bolt it fully home



18 Lastly, fit the fanbelt, ensuring there is 10-12mm of free play (deflection) in the belt

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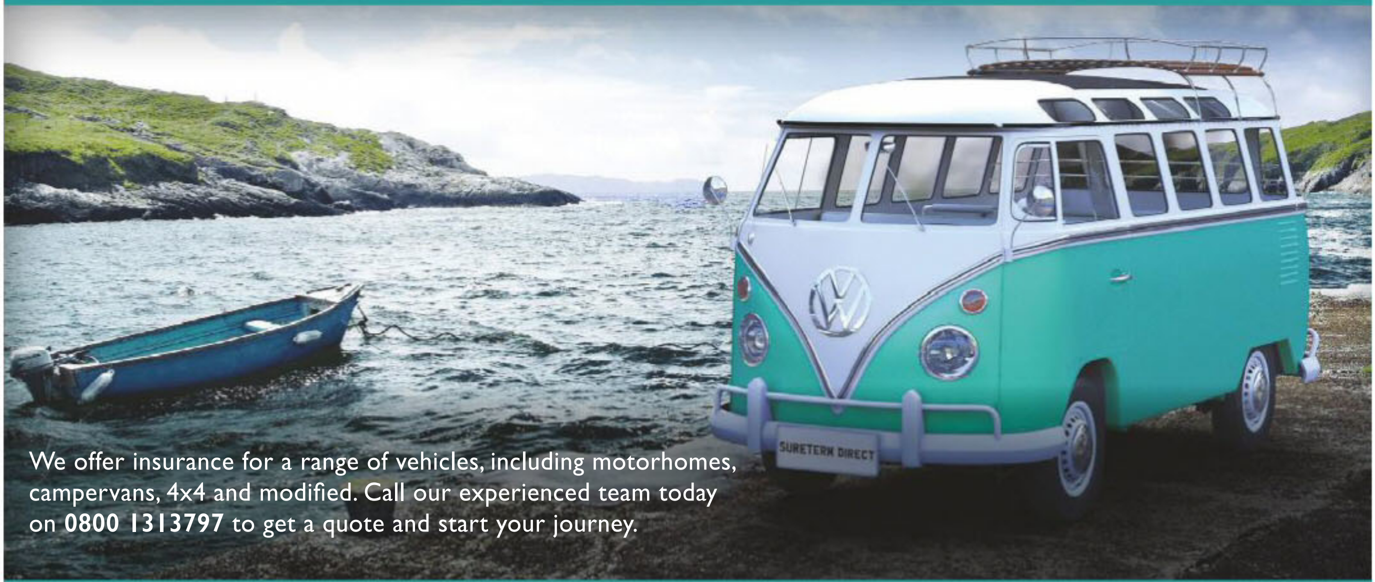

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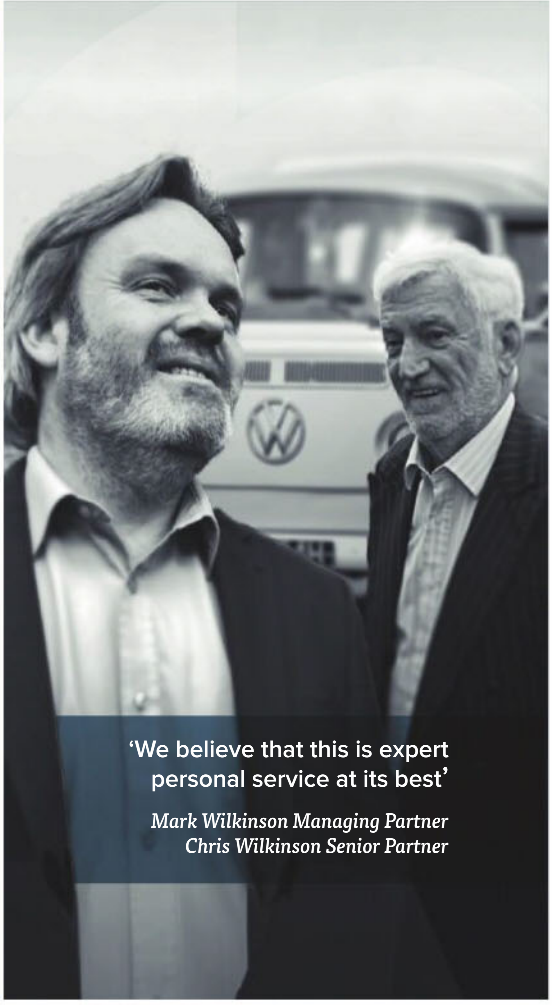

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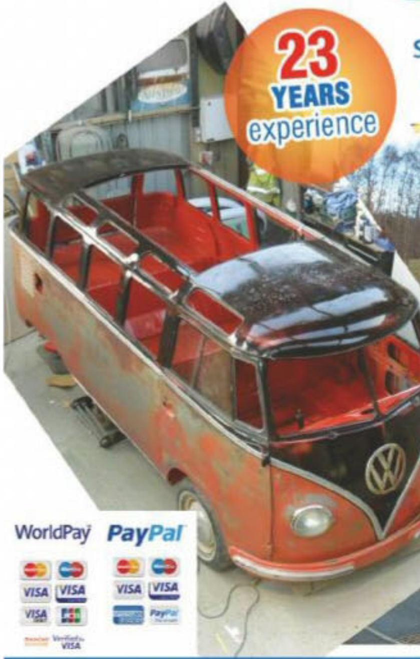

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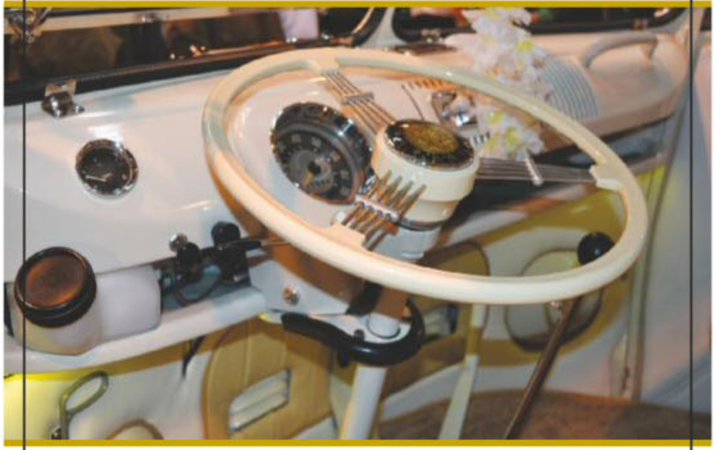

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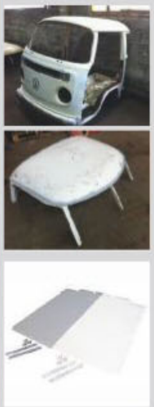

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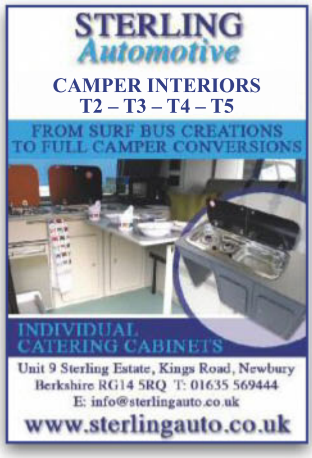

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A south African import r/h drive so totally RUST FREE Fully proffesionally resprayed in a low baked oven Even has the original rust free front doors Mot jan 2016 Sleeps 4 inc 2 in pop top re upholstered throughout and with high density foam in the rock and roll bed. It also has sun canopy brackets fitted and tow bar,240v hook up and 12v bright interior lights,stereo system. Comes with12/240v fridge double burner and grill kettle and all accessories shown Has been used for weddings and functions lately.
Mileage: 81000. Price: 6100.
Location: Wakefield.
Phone Number: 07937460773
Email Address: ressgeorgeluca@gmail.com

1972 T2 Bay For Sale
12 month MOT and tax exempt. Devon interior with double bed, wardrobe, table and 2 burner gas hob and grill. Pop top, bike rack and 8pc thermo mat set included. 1600cc twin port engine in good condition. Leisure battery. Regularly maintained with paperwork of history including original service record. Ready for use immediately. Price: £12,500. Location: Hampshire, South Coast England. Tel: 07732448871
Email: natkcon@hotmail.com

Classic Camper
Van or Bus (Split and Bay Window). 1976 Petrol Green Camper-Van 2,000cc, Left Hand Drive Fridge/Freezer 12V Lighting, Cooker, Hand Washbasin, Mains Hookup Back Seat safety belts. Mileage: 92,452. Price: £13,600
Location: Surrey, South East England
Phone Number: 01932887632
Email Address: mstannettdeborn@aol.com

www.volksworld.com

Tax exempt genuine OG. Genuine Lady VW T5.1 DSG Campervan
Volkswagen Transporter T5.1 GP T30 140ps TDI DSG campervan. 2010 on 10 plate, 4 berth, gas strut lift pop top, metallic reflex silver and natural grey metallic paintwork, factory fitted air conditioning, 7 speed DSG automatic gearbox, 2lt 140ps euro 5 motor, VW alloy wheels and locking wheel nuts, VW mud flaps all round, factory fitted reversing sensors, Kenwood DNX520 radio CD phone DVD player with sat nav and touch screen in car entertainment for more information contact kimsmith852@gmail.com (Worcestershire)
Mileage: 74000
Price: 26,450
Location: Worcestershire
Email Address: kimsmith852@gmail.com

VW Early Bay 1971
Tintop *1 previous owner* *low mileage* MOT July 2016. FOR SALE 1971 early bay *ONLY 1 PREVIOUS OWNER* *Original Danbury conversion* I am selling my 1st 'car', a 1971 Volkswagen type 2 early bay tin top camper van in pastel white Tax exempt and MoT'd until June 2016 only 1 previous owner before me and I've owned the vehicle since 1992, she's been to many music festivals and I've had many happy times in it over the years but now unfortunately I have decided to upgrade to a T5 van for work,so have to sell , I've had a lot of work done on the van over the years it was resprayed in 1998 we also had a full overhaul in 2008 by Steph at Manchester Air-cooled new unleaded 1600 engine, brakes, welding etc costing thousands but since then we've only done just over 1600 miles in it! as we just haven't used it as much as we anticipated. Mileage: 44,600 (new engine at 43,000). Price: £8,500
Location: Cheshire
Phone Number: 07717241481
Email Address: janeshallcross@gmail.com

Vw T2 Westfalia 1979 LHD
Hi for sale my VW westfalia 1979 LHD She is in immaculate condition for her age wit new tire,brakes and fully serviced,the interior is original and in great condition. regards Justin. Mileage: 66,892. Price: £17995. Location: southampton
Phone: 07917773757
Email: jcmbuild@hotmail.com

Devon

The foremost British Campervan conversion company was Devon, started by a Volkswagen enthusiast in the mid-1950s.

Words
Richard Gunn

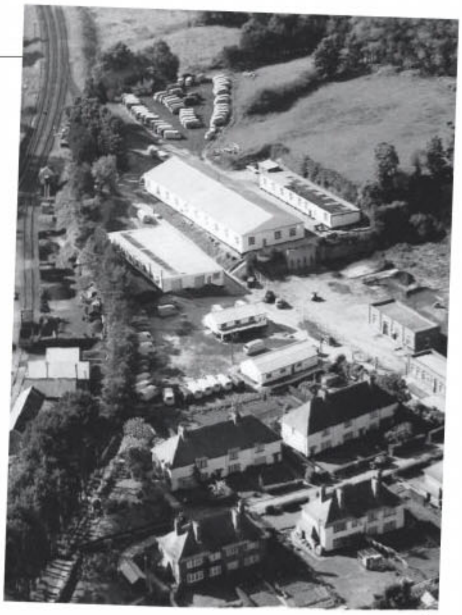
If ever a firm deserved a strident, brass-driven theme tune by Shirley Bassey, then it's Devon. It was, alongside Westfalia, one of the most significant Volkswagen Camper converters of all time. Unlike the German Westfalia company though, Devon was very British, based in the county it borrowed its name from.

Devon owes its existence to Jack White – no, not that one, but a Sidmouth-based builder and carpenter. The family of his wife, Annelie, lived in Germany and thus, every so often, they'd travel to visit in Jack's Beetle. However, an expanding family forced Jack to upgrade to a Split Screen Transporter in 1955. He decided to make the far-from-inviting interior a bit more family friendly, with the help of his designer and kitchen unit builder, Pat Mitchell. The result was a four-bed Camper, with cooking and washing facilities, gas and electric and even a fridge – at a time when most people didn't even have one at home. Before long, Jack had managed to squeeze a fifth bed into the former delivery Van.

> "1,000 Caravettes annually were being built by 75 empoyees"

The job impressed the local VW dealer, Lisburne Garage, so much the Camper was displayed in its showroom. It provoked so much interest that Jack realised it had commercial potential. And so JP White (Sidmouth) was founded in 1956, initially with Jack working alone in his shed. Because he was such a proud Devonian, he chose the brand name Devon, and dubbed his conversion the Caravanette. Its price was £200, plus the cost of a VW Bus of course, approximately £850 then. That was a lot of money in the mid-'50s, but such was the success and quality of the Caravette, with its hand-polished oak interior, that by 1960, Jack had moved to the bigger old Sidmouth gas works site.

One benefit of this Alexandria Works location was that it was adjacent to the town's station, with its own railway siding. Jack was obviously thinking big if he was considering shipping his Campers out by train, yet his optimism was justified. By the end of the year, 1,000 Caravettes annually were being built by 75 employees. The vehicles emerging from Sidmouth (often by train) were being sent all over Europe, and several celebrities bought examples. Sadly, one of them was Jimmy Savile.



Devon's Alexandria Works in Sidmouth, complete with railway siding and rows of Type 2s awaiting work

Jack worked hard to expand the business and, by 1963, it had 120 employees. But the long hours took their toll on him and, in 1963, he died from a heart attack while driving around the works in a VW Pick-Up. His widow was forced to sell the firm to pay death duties and it was acquired by the Renwick, Wilton and Dobson Group, who re-named it Devon Conversions Ltd. in June 1971. Even without its guiding light and founder around, things were still going swimmingly. In 1972, over 3,500 vehicles were built and the company was appointed the UK's only officially licensed caravan converter by Volkswagen.

From the initial Caravette, Devon's range had expanded considerably, to include the budget-conscious Devonette and Torvette, as well as the Eurovette, Sunlander and Sundowner. It also promoted the Westfalia Continental as part of its commitment with Volkswagen. Its most famous product came along in 1971, however, with the advent of the Moonraker. This was a very well-spec'd Camper that could be ordered with or without a pop-top roof. The name, incidentally, comes from an old 18th century West Country tale about smuggling, rather than having any 007 connection. That said, after the Moonraker model had been dropped from the Devon catalogue in 1973, it can hardly be coincidence that it was brought back in the late '70s (when it cost £5,157 (about £25,000 today!)), at the same time as Roger Moore was appearing as James Bond in Moonraker. What better eyebrow-raising publicity could a company hope for?

The firm moved from Sidmouth to Exeter in 1981, after which it seems to have gone into decline, probably not helped by the demise of the Bay Window Bus. In 1985, it went into voluntary liquidation. Fortunately, the name was later rescued and has been in family ownership for the past quarter of a century, albeit now relocated far away from Devon in County Durham. Fiats, Mercs and Renaults are its usual platforms these days, but you can still get a modern VW Transporter conversion. And it's still called the Moonraker. ■

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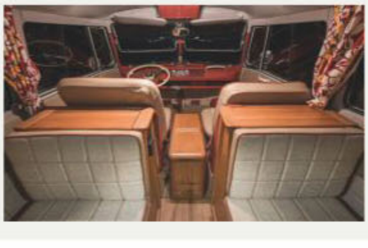

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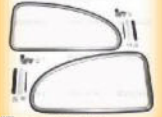
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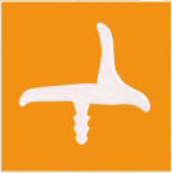

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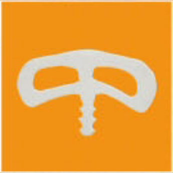

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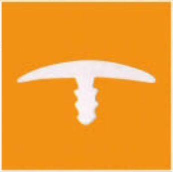

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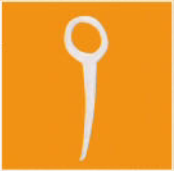

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